CYCLE NEWS

NORTH & WESTERN EDITION

December 16, 1969

25¢

MINIBIKE ISSUE VOLUME VI NUMBER 48

2 Inter-Ams

Minibike Tames The Rubicon

Last Chance Enduro

Ascot TT Championship

Above: New "Boss" Minichopper by Bonanza features 41" wheelbase, "high riser" exhaust, 5-speed Hodaka engine. Vital statistics on the rider are 34-21-35. See inside for more on the minibike phenomenon.

Suzuki Roars Into 1970 →

Barbara Jaro brought on the new Suzuki TC-90 Blazer in a blaze of glamour at Hollywood press preview (see story in this issue).

NEWSPAPER

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

CALENDAR

Regularly Scheduled Events

ATTENTION PROMOTERS:
For Listing in this column call or write:
Paul Cosner, c/o Cycle News
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY FRIDAY NIGHT

NIGHT MOTOCROSS at Altamont Speedway, Livermore, Cal. Pits open 6 p.m. – First race 7:30 p.m. Jr. & Sr. Classes, Cash & Trophies. For info. call (415) 278-3154 or 447-7727.

EVERY SATURDAY NIGHT

TT RACING, Elsinore Race Track, Gates open 3 p.m., races start 7:30 p.m., Off Hwy. 71 in Elsinore, Cal.

AMA CLASS C INDOOR SHORT TRACK (Dec. 13, 20, 26, Jan. 1, 23) Cow Palace San Francisco. Warm ups 6:30 p.m. Races 8:15 p.m.

1st & 3rd SUN. OF EVERY MO.

Deadmans Point, Apple Valley, Cal. – 1st Sun. European Scr., 3 classes, 1 hr. each – 8 a.m. prac. – 10 a.m. start. – 3rd Sun., Motocross – all classes, 8 a.m. prac. – 10 a.m. start. Info: (714) 247-7473 (eves.).

FRIDAY, DECEMBER 12th

MOTOCROSS at Altamont Speedway, Tracy-Livermore on Hwy. 50 at Junction of 580. Jr. and Sr. rider classes. Gates open at 6 p.m., first race at 8 p.m. Info: (415) 276-9213.

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. Info: (213) 923-7115.

TROPHY PRESENTATION by the Rams and Checkers M.C. at the American Legion Hall, 21340 Devonshire St., Chatsworth, Cal. 8 p.m. start.

SATURDAY, DECEMBER 13th

CHRISTMAS PARTY and new officers inaugural ball by the S.C.M.A. Info: 429-3557.

INDOOR SHORT TRACK at the San Francisco Cow Palace, Cal. AMA Professional races. First race at 8:15 p.m. Admission, Adults $2.75, kids 75¢.

SUNDAY, DECEMBER 14th

INTER-AM MOTOCROSS Saddleback International at Orange County, Cal. (Saddleback Park) International class starts at Noon.

ROAD RUN by Honda Limited. Kamikaze Run: Rain, Snow, whatever. Info: Dick Schandoney (213) 894-9218.

SCRAMBLES by the Greater Seattle M.C. at the Jolly Roger M/C ground, Kent, Wash. Info: 720-0964. AMA Sanct.

HARE AND HOUND by the Lobos Inc. M.C. at Oregon City, Ore. AMA Sanct. Info: 252-5923.

TRIALS by the Blue Barons M.C. at Olympia, Wash. AMA Dist. 22 Sanct. Info: 474-1591.

HARE AND HOUND by the Imperial Valley M.C. in the Yuha Desert area. Write to: Box 127, Imperial, Cal. AMA Dist. 38 Sanct.

TRIALS by Pacific Intl. Trials Society at Cycle Hills near Uvas Dam, Morgan Hill, Cal. Mail entry to: PITS Registrar, P.O. Box 2272, Menlo Park, Cal 94025. Info: (415) 992-3657.

MOTOCROSS by the Feather River M.C. Road limed tin Marysville, Cal. AMA Sanct. Sign-up and pract. 9 to 11 a.m. Race at Noon. All classes.

MOTOCROSS by the Pathfinders M.C. at Dunlap, Cal. 35 mi. E. of Fresno on Hwy. 180. Right turn at Klingons Jct. Refreshments, facilities. Sign-up at 8 a.m. first race at 10 a.m.

HARE SCRAMBLES by the Side Hack Assn. Limed from Four Corners, Cal. AMA Dist. 37 points. Sign-up closes at 9 a.m., $3.50 entry, 10 a.m. start.

TT SCRAMBLES at Woodland, Wash. AMA Sanct. Sign-ups at 8 a.m.

TRIALS by the San Diego Trials Riders at Mirimar, Cal. Limed from Interstate 5. Sign-up at 8:30 a.m. Trials at 10 a.m.

TT SCRAMBLES at Huntington Beach Cycle Park. 1/2 mi. W. of Beach Ave. on Talbert. Sign-up at 10 a.m., race at Noon. Park admission $1.25. Entry $2. Determines '69 Park Champ. New TT season starts in Feb. '70. Info: (714) 897-4458.

NEVADA TT CHAMPIONSHIP by Vegas Valley M.C. at the Sunrise Speedway, Las Vegas, Nev. Practice at 9:30 a.m. Entries close at 10:30. First race at 11 a.m. Last race of the season. Limed from Vegas Valley Drive and Boulder Hwy. Info: (702) 382-6600.

DESERT MOTOCROSS El Lobo Run by the Active 20-30 Club of Tucson #82. Corona Speedway Tucson, Ariz. at 10 a.m. Spectator admiss. $2.50. Proceeds to handicapped children of Tucson.

TT SCRAMBLES by the Lost Angels M.C. at Bay Mare, Cal. AMA Dist. 37 sanct. Small bore 8 a.m. Big bore 1 p.m. Info: 768-1058.

FRIDAY, DECEMBER 19th

MOTOCROSS at Altamont Speedway, Tracy-Livermore on Hwy. 50 at Junction of 580. Jr. and Sr. rider classes. Gates open at 6 p.m., first race at 8 p.m. Info: (415) 276-9213 or 276-9211.

FLAT TRACK AND TT SCRAMBLES at Trojan Speedway, South Gate, Cal. Gates open 6 p.m. and close at 7:15 p.m. First race 7:30 p.m. Info: (213) 923-7115.

SAT. AND SUN., DEC. 20 & 21st

OPEN PRACTICE and Sport riding at Huntington Beach Cycle Park. 1/2 mi. W. of Beach Blvd. on Talbert. $1.50 per rider, spectators 50¢. Hours 10 a.m. to 4 p.m. Info: (714) 897-4458.

SUNDAY, DECEMBER 21st

MOTOCROSS by the CMC at Carlsbad, Cal. Gates open at 7:30 a.m. pract. at 8 and first race at 10 a.m. $5 mail entry to: P.O. Box 1420, Costa Mesa, Cal. $10 post entry.

MOTOCROSS by K.C. Trailblazers at Poso Park, Calif. 18 miles north of Bakersfield on east side of Famoso Junct. Hwys. 99 and 46. Practice at 8:00 a.m., first race at 10:00 a.m. AMA Dist. 35 points, all classes. Mail entry $2.00 to: 240 Ash, Shafter, Calif. 93263, closes Dec. 18th. $4.00 post entry. Info: (805) 746-4058.

TT SCRAMBLES by the Coachella Valley M.C. Perris, Cal. AMA Dist. 37 points. Small bikes at 8:30 a.m. Big bikes at Noon. Admission $1.25, entry $2.

MOTOCROSS by the Antelpe Ramblers. AMA Sanct. Info: (213) 769-2582.

CROSS COUNTRY by the Prospectors M.C. AMA Dist. 37 Sanct. Info: 637-0682.

TRIALS Riding School by the S.C.T.A. at Saddleback Park. Info: (714) 639-5832.

CROSS COUNTRY by the Lions M.C. AMA Dist. 38 sanct.

EUROPEAN SCRAMBLES Dual Event by the Bushmasters and Prospectors M.C.s. Limed from El Mirage, Cal. 12 mi. W. of Adelanto. AMA Dist. 37 points. $3.25 entry, first races at 8 a.m.

FLAT TRACK AND MOTOCROSS by the Houston Motorcycle Sports Assn. at Houston, Tex. off Hampstead Hwy and Fairbanks Rd. All classes.

NATIONAL CHAMPIONSHIP MINI-BIKE SCRAMBLES by S.C.M.B.K.A. Saddleback Park, Orange, Calif. Sign-up from 8 a.m. to 10 a.m. Nine classes. Info: (714) 847-6620.

TUESDAY, DECEMBER 23rd

VACATION by the Cycle News staff. The offices of Cycle News will be closed for two weeks during the holiday period.

SUNDAY, DECEMBER 28th

TT SCRAMBLES by Lightweights M.C. at Adelanto, Cal. Race Track. Special Mini Bike race. 0-200cc 7 a.m. sign-up, 8 a.m. practice. 250cc 10 a.m. sign-up. Big bores 12 p.m. sign-up, 1 p.m. pract.

MOTOCROSS at Ascot Park, Gardena, Cal. All classes, prize money for Seniors. Pract. at 9 a.m. first race at 10:30 a.m. mail entry only to: 17124 S. Western Ave. #6, Gardena, Cal. 90247.

TT SCRAMBLES at Woodland, Wash. AMA Sanct. Sign-ups at 8 a.m.

MOTOCROSS by the CMC at Fontana, Cal. Raceway. First day race of winter season. Pract. at 8 a.m., sign-up closes at 9:15, first race at 10 a.m. $5 mail entry to: CMC, P.O. Box 1402, Costa Mesa, Cal. 92626. Prize money to 250 and 500 Experts, trophies to others. $10 post entry. Info: (714) 646-3143.

HARE AND HOUND by the El Cajon M.C. AMA Dist. 38 sanct. 10th annual Coyote Chase. Info: (714) 444-7829.

HARE SCRAMBLES by the Master Links M.C. Last chance at AMA Dist. 37 points Info: (714) 892-3709 or 897-0250.

MOTOCROSS by the Lompoc Slo-Pokes M.C. at Santa Maria Speedway, Cal. AMA DIST. 35 Sanct. Info: 734-4716.

ENDURO Goose Chase Enduro by Explorer Post 305 of Oakhurst, Cal. AMA Sanct.

MOTOCROSS

Carlsbad Raceway

(5 miles east of Carlsbad on Palomar Airport Road off Interstate 5)

DECEMBER 21

125, 250, 500 JUNIOR & EXPERT
(six riders to make a class)
3 LARGE Readable No. Plates Required
C.M.C. No. Required

Entries close 5 days before event
Practice 8 a.m.
1st Race 10 a.m.

All C.M.C. Races are Points and
SORRY, No overnight camping at Carlsbad.

NEW MAILING ADDRESS:
CMC
P.O. Box 1402
Costa Mesa, Cal. 92626

CMC membership required – $2.00 per year

ALSO AN OLDTIMERS RACE (over 40 years old)
Don't forget December 28th, Fontana Raceway, 1st DAY Motocross. NEW LONGER COURSE.

$5. mail entry per event – $10. post entry

ANOTHER FIRST for C.M.C. – A 100cc Class will ride 3 Motos (8 bikes) to make a Class & riders under 16 are O.K.)

SADDLEBACK PARK MOTO CROSS SCHOOL

(CZ FACTORY RIDERS)

ROGER DE COSTER
DAVE BICKERS

BRING YOUR OWN BIKE, LEATHERS AND HELMET

DECEMBER 13TH

DAY BEFORE SADDLEBACK INTER-AM

STARTS 10.30 AM $15.00.

Bailey To Teach Motocross Dec. 27th At Ascot

Have you ever felt that, given the chance, you might turn out to be one of the world's most famous racers? Well, dust off your skid-lid and see if you can still get into that kidney belt that you stuffed into a closet five years ago, because the opportunity is here.

At Ascot Park in Gardena on Saturday morning, December 27th, a special seminar on motorcycle and motocross racing will be held, allowing the fast learners to progress directly into an afternoon which will be filled with actual competition events.

The head schoolmaster for the day will be Gary Bailey. Also assisting Bailey on his chores of December 27th, will be a couple more of the top Inter-Am riders. So the scholars should be well instructed.

Among some of the instructions to be given, are: mud riding, balance, jumping a motorcycle, machine preparation and proper clothing. Advance reservations for the school can be made by calling Carole at Bailey Bros. Racing in Gardena (213) 327-1420. Enrollment is open for anyone.

And, who knows, whether you are a scrambles rider, a trail rider, or just one of those rare birds that enjoys playing tag with speeding automobiles while street riding, you might possibly learn something that may some day get you out of a jam.

DIST. 37 MONTH AT BAYMARE

Dec. 14— Lost Angels M.C. TT Scrambles Point Event.

Dec. 21— Scramblers M.C. Point Moto-X.

Dec. 28— Scramblers M.C. Point Moto-X

(Scramblers M.C 's first Points Race Series. Be sure to ride both!)

the ACTION'S at

SADDLEBACK

ORANGE COUNTY'S MOTOR PLAYGROUND

DECEMBER 14
Inter-Am Motocross Championship Finale; SCTA Riding School

DECEMBER 21
National Mini-Bike Championships SCTA Riding School

DECEMBER 28
ACA Motocross Finale

JANUARY 1
Happy New Year!

Open Weekends, 8 a.m.—5 p.m.
Closed Weekdays
Admission $2.50; Juniors & Minis $1.50

SADDLEBACK PARK

BOX 2455, ORANGE, CALIFORNIA 92667

Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

INTER-AM
INTER-AM
INTER-AM
INTER-AM
INTER-AM

Grand Finale

MOTOCROSS

Sunday, Dec. 14
Saddleback Park
Orange County, California

Championship Finale of the 2nd Annual Inter-Am Motocross Series.

Europe's leading motocross riders and world champions challenge America's best riders for the series championship and big cash prizes.

Sponsored by CYCLE WORLD MAGAZINE

European Riders Who Will Participate:
JOEL ROBERT, TORSTEN HALLMAN, BENGT ABERG, DAVE BICKERS, ARNE KRING, ARTHUR BROWNING, CHRISTER HAMMARGREN, VIC ALLEN, JIRI STODULKA, ANDY ROBERTSON, BENGT ARNE BONN, HAKAN ANDERSSON, ROGER deCOSTER, DAVE SMITH, WERNER SALERSKY, TOM LEDBETTER

SADDLEBACK PARK: Orange County's Motorcycle Playground; near Orange, Calif. Take Chapman Avenue east off Newport Freeway, turn right on Santiago Canyon Boulevard, 1½ miles to park entrance, opposite state fire station.

$4

GENERAL ADMISSION
Children Under 12 Free

"America's Weekly Motorcycle Newspaper"

CYCLE NEWS

"America's #1 weekly motorcycle newspaper. You'll Always see it FIRST in Cycle News!"

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VOICES OF THE WEST

FLANDERS' SUGGESTIONS

As a member of the competition congress of the AMA I felt it was about time that some light was shed on the sixteen (16) year old racing issue. Please understand this is my position only and reflects no other thinking.

First, consider the rumor that competitors under sixteen (16) at Bonneville sparked the legislation. This is wholly unfounded as no competitor at Bonneville this year was under eighteen (18) years of age.

Secondly, as an individual I voted against the legislation as it stood. My thinking at that time was that it would be an imposition to clubs who have a percentage of memberships under sixteen (16). I also felt that if a young man wants to ride badly enough this may entice him into buying a phony birth certificate thereby misrepresenting himself and finding other legal difficulties. Finally there was the problem of enforcement, for we all know that if the young man's father is standing there telling the official that his son is sixteen (16) what can the official say?

The recourse I would suggest to those offended by this legislation is as follows: Club petitions stating your feelings about the issue and signed by all available members. These petitions should be forwarded to Jules Horkey, Care of The AMA, P.O. Box 231, Worthington, Ohio 43085. This action if in large enough numbers would force the congress to revote on a by-mail basis and possibly rectify any unjust legislation. Before closing I would like to further state there were no underage riders at Bonneville this year, no one knows this better than I.

EARL FLANDERS
Flanders Co.
Pasadena, Cal.

AMA RULE ON YOUNG RIDERS QUESTIONED

I have been told that the minimum age limit for a sporting AMA rider has now been raised to 16 years of age. This comes as a complete surprise to me since so many young people, boys and girls alike, are riding motorcycles at organized event. Their racing should be os ome importance to our entire society, since there are so many other young people participating in unacceptable activities such as smoking pot, protesting, and some other unworthwhile activities. It behooves the AMA to do everything in their power to help keep American boys and girls involved in organized sporting activities.

I hope that you shall reconsider the minimum age rule and leave it as it has been in the past.

DAVE EVANS
Grossmont, Calif.

UNIQUE TALENT

Let this letter serve as a warning to Edison Dye, "promoter" of the Inter-Am Series, and perhaps as a note of hope for better things for International Moto-Cross in the future. At both the San Francisco and Los Angeles Inter-Am races, riding and spectator conditions were abominable. Dust covered spectators and forced riders to depend on foolhardiness rather than skill. Parking was chaotic at Westlake; such that cars were allowed to cross the track during races. Lack of spectator control resulted in multiple near accidents for men whose talent is rare and unique in the world.

BENNY CHIEN, M.D.
NORVIN G. PARR, M.D.
MICHAEL MILLER, M.D.
Orange, Cal.

POWDER PUFF DISPLACEMENT TO BE RAISED

Girl Scramblers' engines will have their displacement raised from 100cc to 125cc as of 1970 unless the girls protest the boost to Ben Bok, Secretary Treasure of District 37.

The change is fine for scramblers, but when a Grand Prix comes up, it pays desert, motocross and scramblers points, so the Powder Puff class would have to be 125cc. Right now all the desert girls ride 100cc machines. And if someone rides a 125 in the desert, they race against the 250 class, which is impossible competition for a girl. However, in the trail class, you can do pretty well as some riders have proved.

I for one can't afford a 125cc machine for four G.P.'s a year and a 100cc machine for the desert, so in the G.P.'s I would be out 250cc's.

I'm for leaving the Powder Puff at 100cc all around. If 100cc isn't enough for you, girls, then get out and scramble with the guys.

PATTY DOMAY
Los Angeles, Calif.

A TOUCH OF GOODWILL

On Sunday, November 23, 1969 Lt. J.R. Street of the Calif. Hwy. Patrol befriended me immeasurably.

I drove from Salinas to attend the F.I.M. Motorcycle Motocross at San Rafael. Absent-mindly, I thought that $5.15 would be adequate. The toll charge going north on the San Rafael Bridge was $.75 and the entrance fee to the motocross was $4.00, thus leaving me with 40¢. (I had credit cards for everything but cash).

Knowing that I did not have enough money to pay bridge tolls driving south, I stopped Lt. Street and asked him how far east I would have to travel to escape the toll charge.

After discussing the various routes, we discovered that I would have to drive east to Tracy and then down highway 35 and over the Pacheco Pass.

He offered me the loan of $1.00 so I would not have to take the long circuitous route home.

The loan was certainly appreciated, and I want people to know that there is an officer in the Highway Patol who is a good samaritan.

Lt. Street has been repaid by a separate letter addressed to his home.

SANFORD A. COLBURN
Salinas, Calif.

THAT BEEZER IS NO TURKEY

Your November 18th Hopetown issue said Brad Lackey was just uncatchable on an American Eagle. "Uncatchable" yes, but not on an Eage - on a BSA. How could you mistake the sound?

DEBBI SANDERS
Mill Valley, Cal.

...Of course Brad Lackey was "just uncatchable". After all he was riding his ever-faithful BSA not the American Eagle someone on your staff imagined.

TOM ANDERSON
Concord, Ca.

WESTLAKE OBSERVATIONS

With regard to the recent Inter-Am round at Westlake, Calif., I would like to offer the following observations. It is, of course, an understatement to comment that the Inter-Am Series provides an impressive set of races and this was certainly true at Westlake. However, there also appeared to be some equally unimpressive aspects to the Westlake meeting. Among these I include: an insufficient number of refreshment stands, inadequate toilet facilities, little or no direction of traffic both before and after the races, and negligible attempt to control dust created on the racetrack.

DR. R.H. LIEBACK
Huntington Beach, Cal.

DON'T FORGET THE LADIES

After attending the Inter-Am Motocross races at Westlake, I wish to report that if motocross racing is to survive in this country Mr. Edison Dye and other promoters better expend a few extra bucks on toilet facilities for women and children (the men take to the brush). It seems to me that if one is required to pay $5.00 to get in she shouldn't be required to spend 55 minutes in line and miss two races just because nature cannot be denied. Why is it that cycle promoters can't recognize that women will put up with dust, dirt, noise and sitting on the ground but would pay almost anything for available and decent potty facilities.

HELEN GREGORY
Woodland Hills, Cal.

WHO REMEMBERS MOTOCROSS IN 1959?

I went to the Inter-Am at Westlake. It was absolutely the worst organized motorcycle race I've ever attended. If someone is trying to promote more International Motocross races here in Southern California, this race set them back 10 years.

KARL W. JACKEL
Glendale, Calif.

$5.00 WILL ALMOST BUY A SUBSCRIPTION

All year I waited to see the fine European riders that we read so much about in your paper. When I read that they were charging $5.00 a head, my plans become short lived. For family entertainment it is beyond the budget of the average motorcycle enthusiast.

What these Inter-Am promoters fail to remember is that race fans are the people that have made the motorcycle industry what it is today by buying bikes, parts, paying racing entry fees, belonging to the A.M.A. and everything else that goes with being a motorcycle supporter.

When the Inter-Am series comes these money hungry promoters get every little penny that they can.

I won't have to anticipate next year because I'm sure the prices will even be higher. I'll wait and see it in the paper.

CHUCK METER
Van Nuys, Calif.

We hope everyone got his CYCLE NEWS $1 Discount Ticket...Ed.

The Minibike Population Explosion —What about it?

By Chuck Clayton

Bart Markel says, "In 1969 we started racing bigger motors on dirt tracks and everybody was afraid there'd be more guys hurt. Yet in 1969 there were less injuries on dirt tracks. Because that same year we started bringing our minibikes to the races. Guys used them to examine the track before the races and learn which places were dangerous, that they should avoid. Minibikes may have made racing safer." Here Bart indulges in a playful wheelie with his Bonanza.

Why minibikes? we motorcycle riders are likely to ask when confronted with the unmistakeable boom in these small-wheeled products. Why not spend the same money on a lightweight motorcycle, that does anything a mini can do, only better, and more besides?

True, minis cost as much as $400 for the top of the line models, but they start at around $120. And there aren't any used ones for sale. A pre-teenage youngster shopping for his first two wheeler may be better off paying $120 for a new mini than buying a flogged lightweight if he could find one for the same price. If you recall, the fun of one's first motor-powered two wheeler is just as great whether it goes 15 mph or 150. You can tinker away with a minibike and still ride it, while even the simplest motorcycle calls for skilled hands at the wrenches if it is to survive.

Statistics collected by Bonanza Industries show that 78% of minibike buyers eventually purchase real motorcycles, so 3 out of 4 minibike sales mean another motorcycle sale later on. Although there is no evidence collected to support it, we contend that a person learning on a minibike becomes an experienced rider and less likely to hurt himself when he or she graduates to a full-fledged motorcycle.

Children are allowed to have minibikes because parents are fairly certain they will not be riding them in traffic. In most neighborhoods you can see the kids pushing their minibikes along sidewalks to the nearest vacant field every Saturday morning. Now that the AMA Congress, in its wisdom, has raised the minimum age for motorcycle racing to 16 years, we can look forwad to swift growth of minibike/lightweight motorcycle racing associations. Our kids need supervised events to ride. If the AMA won't have the young ones, some new racing association should. It is almost a cliché to point out that some of these children will become the motorcycle racing stars of tomorrow.

But, like everything else in American motorcycling, the demand is far greater than the supply of products, accessories, organization and communication in the minibike field. Whether manufacturers, merchants and enthusiasts in the minibike movement will avoid the pitfalls of selfish greed, laziness and stupidity that often handicap motorcycling and invest in the future of the minibike remains to be seen. We have learned not to be too optimistic. Certainly, however, if the minibike scene does not get itself together this coming year and use some good judgement, it will be cruelly dealt with by the forces of anti-fun. Already there are rumbles of repression in government, and the eastern press is having a field day with minibike scare stories. Fortunately, at least, there is no Junior Hells Angels movement, so perhaps the minis will have an easier time of it than the good ol' motorcycle has had.

RUBICON RIVER BY MINI

By Dan'l Mac Murray

My dad had been planning a trip over a rocky old stagecoach route in the Northern California Rubicon River country on his Bultaco Lobito for quite some time, and we spent some time researching about the old stage route from Wentworth Springs to the site of the old hotel at Rubicon Springs.

A few of my father's friends were telling my father how rough the "Lower Sluce Box" was so he asked one of them, "What would you think of Danny doing it on the minibike?"

And the reply came back, "A person would have to be some kinda nut to even try!"

So the day before my father left I asked if I could go with him on my Bonanza minibike with the hot Hodaka in it and he said, "Are you kidding?"

I told him, "No, I really mean it."

He didn't say anything else so the next day we loaded up the truck and we headed for the Rubicon River country.

We camped just east of a ghost town called Wentworth Springs, all by ourselves on the bank of a brim-full river. We didn't join the four-wheelers in the slums they call public campgrounds.

When we got there my father said, "I'm not sure how rough it is but just to put this trip in proper perspective you can come along on the Bonanza but the minute you start to get tired you turn around and head back to camp."

All this was fine by me.

The last thing we did before we left was to make sure that we didn't leave anything important like the tools, the extra spark plugs or the repair links and chain breaker. After we checked this we took off.

The real Rubicon Trip begins at the hardest part, the 'Lower Sluce Box' where the rocks range from the size of my fist to bigger'n ice boxes...which is pretty rough going on a minibike. Or anything on wheels, for that matter.

The secret of traveling over rough terrain like this is getting off and walking and letting the bike pull you so all you have to do is guide the front wheel and help it over the biggest rocks.

That's the hardest part of the trip.

Toward the middle of the Lower Sluce Box there's a road branching off to the left – in case you don't want to quite finish the Sluce Box, and I didn't! – that zigs and zags and then goes straight for a while then back to the zig-zag route, but eventually it becomes part of the original road again.

I'm not saying the trip gets much easier but the rest of it just isn't really as hard as the Lower Sluce Box.

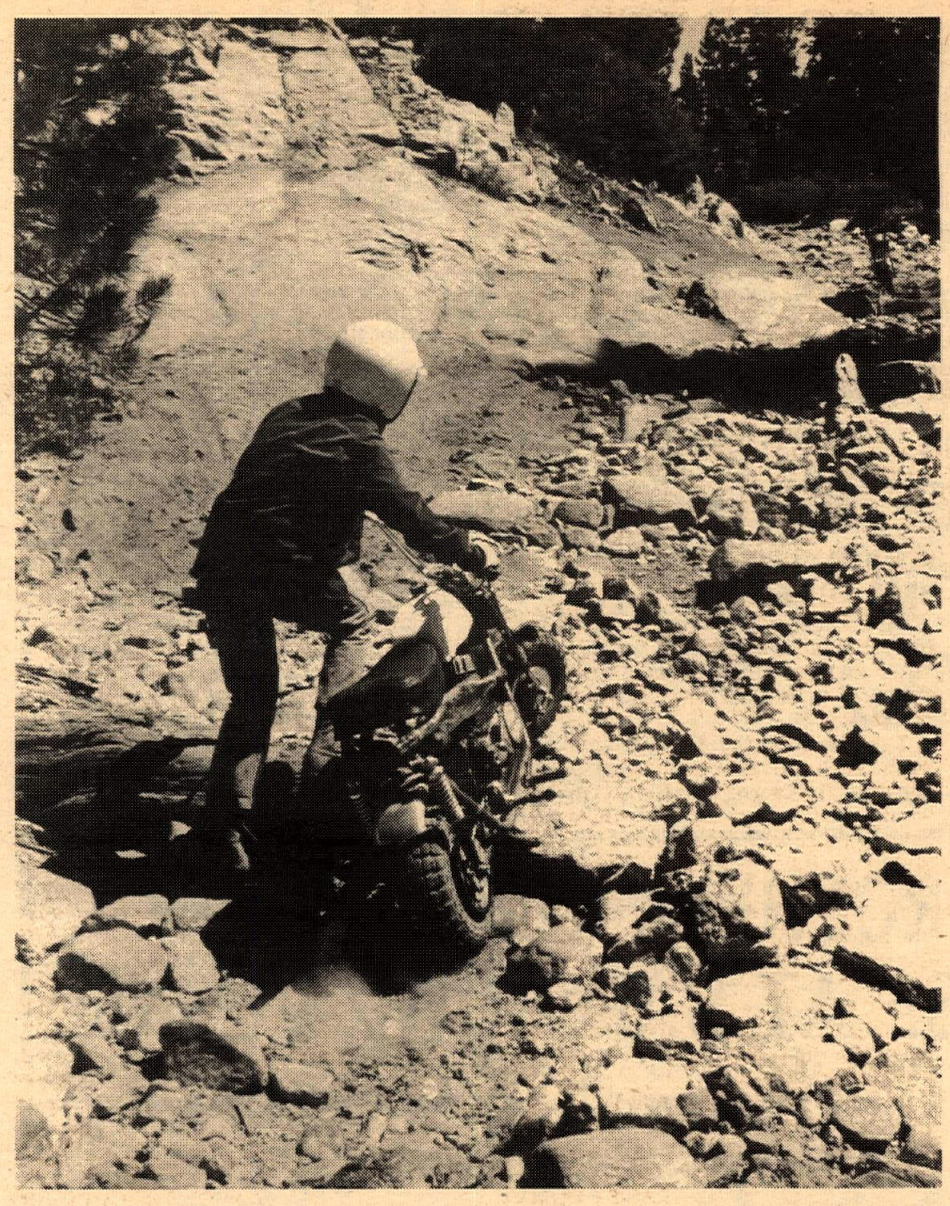
Four-wheelers don't seem to have much confidence – they travel in bunches like bananas and one seldom sees fewer than three or four in the back country, and the Rubicon gets 'em in groups of over 300 – any place those people go they make a safari out of it.

So about a mile or so past the Lower Sluce Box we passed a passel of dune buggies parked beside the road with the drivers standing in the middle of the road so here I came down the pike right through the center of the mob.

Everybody in the safari saw me and their mouths dropped open and their eyes got real big and one of the guys there said, "Well, I'll be a son of a Bee!"

This made my old man laugh so hard he ran the Lobito off the road into a brush pile. That made him quit laughing.

The going wasn't too bad for the next couple miles so we kept plugging along, getting thirstier and thirstier.



Dan'l displays how to ravel over rough terrain with a minibike while negotiating the treacherous Rubicon River Trail.

I think my father and I picked the wrong day for the trip; it was gettin' kinda hot and I was really sweating under my helmet, so we were real pleased with our next discovery 'cause just around a couple of bends there was a six-inch deep crick with the coldest water you ever tasted. Or maybe it was because I was never so thirsty before.

My father told me to do the same thing that desert riders do when they come to a crick: Get down and splash water on yourself and don't forget to wet a rag because it may get awful hot before you find water again and nothing feels better than swabbing yourself with a cool damp rag on a hot day.

We rested by the crick for a while and found that there's a trail off to the left of the crick but we didn't have time to explore the trail, so we left.

The old stage road would be kind of hard to lose 'cause you cane see it forty feet or more ahead of you but I suppose someone has done it.

A little ways past the crick I really began to notice how poorly the minibike ran at high altitude.

My dad said it should be down about three main jet numbers for the altitude we were at.

Well, anyway we were going good until we came to what is known as the 'Upper Sluce Box.'

The Upper Sluce Box isn't nearly as hard as the Lower Sluce Box but our problem was that a Jeep was wedged in the road so neatly we couldn't get by on either side.

We got to talking with the two jeepers and they turned out to be competition jeepers that actually knew something about how to use a Jeep.

My dad said that they were the first four-wheelers he ever saw that knew their asses from second base!

Some other jeepers came by while we were talking to the two competition jeepers and as the road was blocked they signaled them to go around and over.

Then my father asked one of the com-

(Continued on page 18)

'69 MOTOCROSS DIST. 37 CHAMPIONS

SCRAMBLERS PRESENTS .... MOTOCROSS

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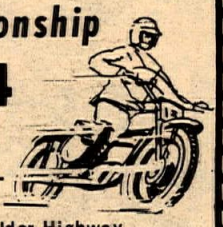

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Approx. 2 hrs. from L.A. center.
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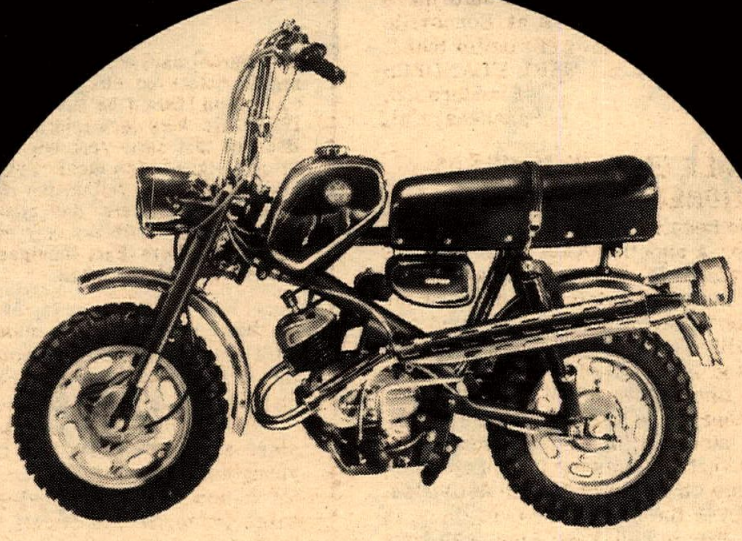
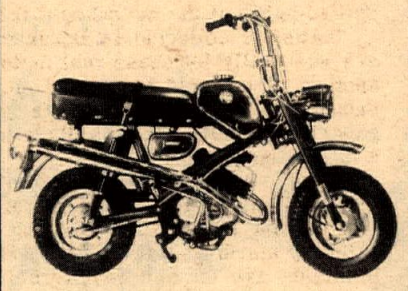
Entries - Open Nov. 24, 1969
Close Dec. 20, 1969
Drawing - Dec. 23, 1969
$6.00 mail entry – $7.00 post entry
C.E.R.A. members deduct $1.00 – Team entries add $1.00 per rider & mail together to –
C.E.R.A. PO. Box 2102 Cypress, Calif. 90630

Entry forms available at most dealers or write C.E.R.A.

THE WINNER DOES IT AGAIN!





MINI-CYCLES BY Benelli

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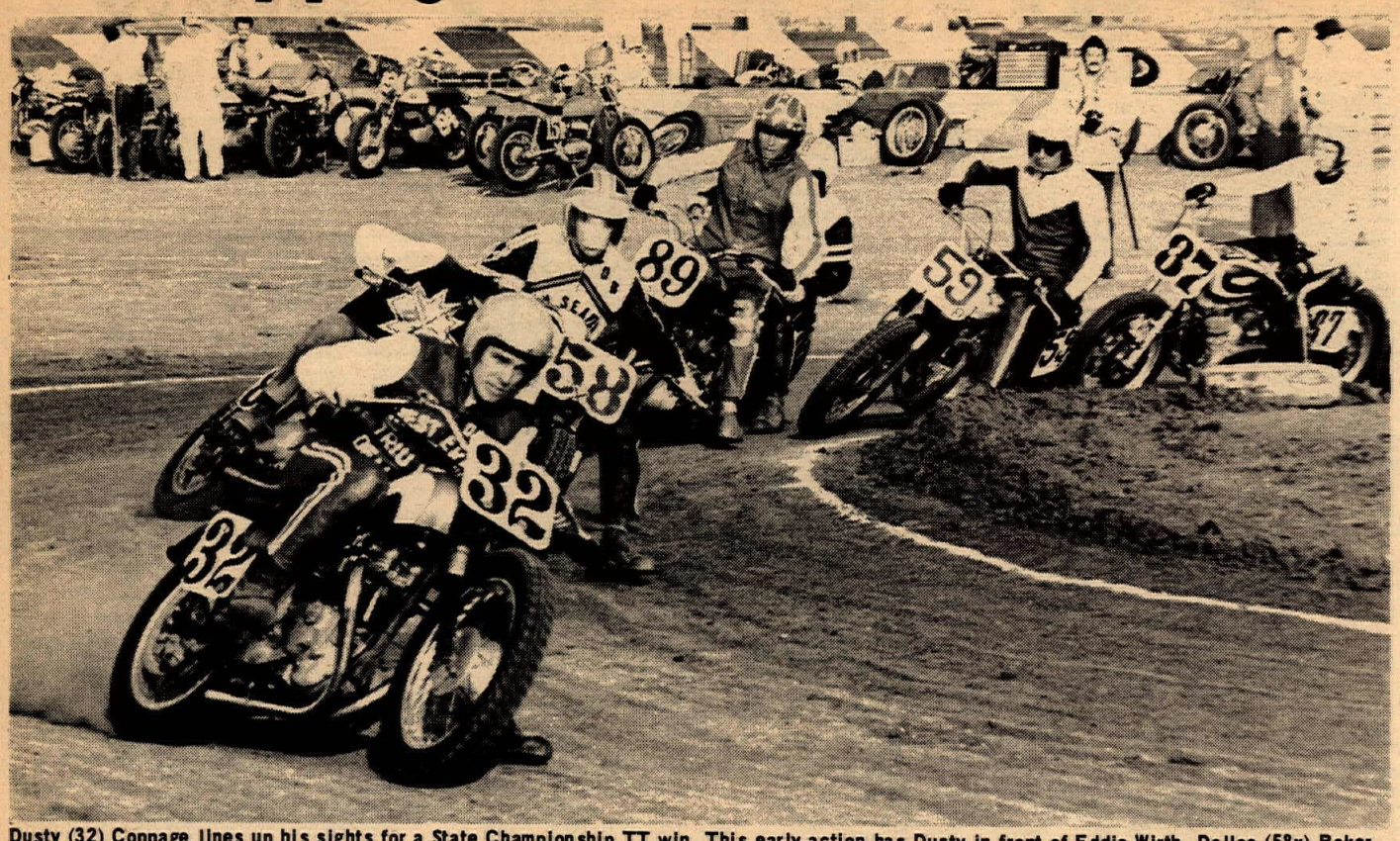
Coppage Wins Ascot Closer



Dusty (32) Coppage lines up his sights for a State Championship TT win. This early action has Dusty in front of Eddie Wirth, Dallas (58x) Baker and Larry (59r) Wilburn.

Sloane And Mashburn Hi Pointers

By Dewitt Thuett

GARDENA, CALIF. Dec. 7, 1969– Funny things have a habit of happening in the State Championship TT race at Ascot each year. This year Skip Van Leeuwen, Keith Mashburn and John Hateley came into the race as the point leaders in the three pro classes. None of the three won any of the Main Events.

Dusty Coppage took the lead away from Loyd Houchins on the second lap and was never headed. Brelsford moved up to challenge, but his Harley twin went on one pump near the halfway mark and left Dusty out in front to breeze to the title. Skip Van Leeuwen crashed in his heat, broke a chain on the restart and even spilled once in the final.

Eddie Wirth bailed off on the 11th lap with Haaby, Lawwill, Bailey, Houchins and Baker all heading for the pits before the race was half over. Jim Rice nailed the Trophy Dash for BSA with a good ride over Coppage, Bailey and Breslford. Rice then pulled a third in the final.

The Amateur final was billed as a two rider duel between Keith Mashburn and Dave Aldana.

Aldana took the lead away from Mashburn at the end of the third lap. The race was far from over with Mashburn clinging right to his competitor's rear wheel all the way to the final two turns. It was Aldana's best and smoothest TT ride of the year at Ascot, and he came up the winner.

Mashburn, however, won the Amateur high point title by 51 points over Aldana due to more and consistent racing earlier in the season. Bob Ferro held off Terry Dorsch for third place with Don Dudek grabbing fifth spot.

While the Aldana-Mashburn duel was close, it was not nearly as close as the Novice final that pitted John Hateley and Tod Sloane against each other for the season point title.

John and Tod appeared to be worrying more about each other as they came into the race only nine points apart with Hateley in front However, Jim Raymond got the jump on both and led all the way.

Sloane and Hateley finally got going in the late laps, caught Raymond on the last lap, and the three crossed the line with less than five feet between first and third. Sloane edged Hateley for second by about a foot and took the season Novice point title by one point! – the closes point race ever recorded at Ascot. It was the final Novice ride for both.

(Results on page 17)

A FORTUNE FROM THE MINT

Entry blanks for the 3rd Annual Mint "400" Del Webb Desert Rally were mailed to more than 5,000 potential contestants hoping to cinch early starting positions for the classic off-road event scheduled March 22-24 next year.

Officials announced "no increase" in the $250 entry fee and simultaneously raised the guaranteed cash purse to $50,000. Contingency cash and awards could push the total over $100,000.

Four divisions, including one motorcycle category, will share equally in guaranteed cash awards. This year a major change in rules will have bike contestants racing separately from four-wheelers. Motorcycles will run the entire 400 miles March 22. Four-wheelers will compete in twin 200-mile events March 23 and 24.

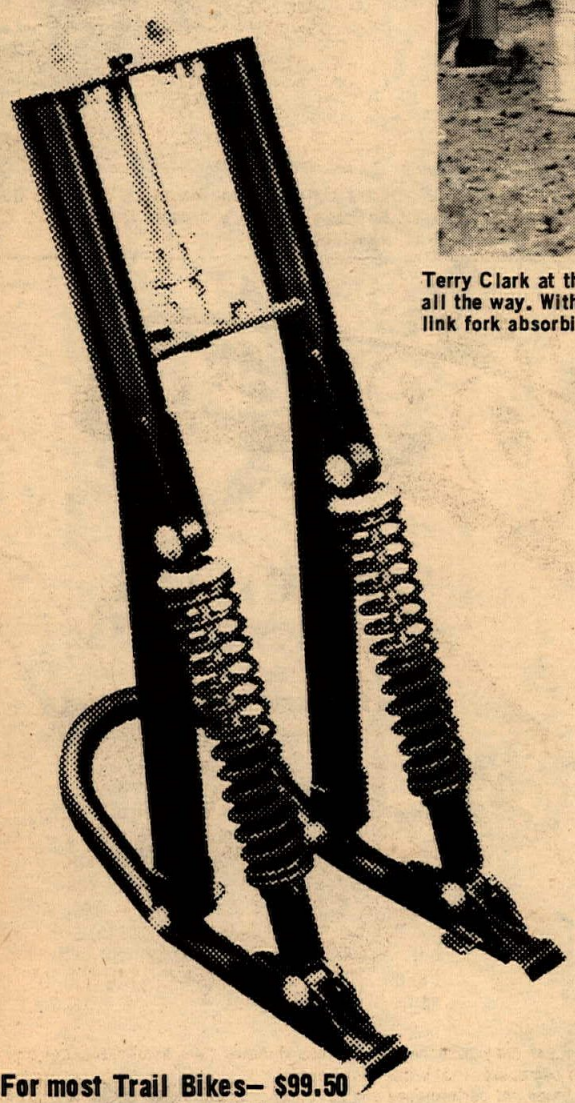
VAN TECH-ROEHR & TERRY CLARK CLEAN HOUSE AT BARSTOW/ VEGAS

Flash– Mark Wilson, also Van Tech-Roehr mounted, was 1st Trail Bike Amateur and 171st Overall!

YOUNG TERRY CLARK "BLEW THEIR MINDS" AT LAS VEGAS ON HIS ROEHR BROS.-PREPARED VAN TECH/KAW. 100.

Starting 15 minutes behind the 1000-plus big bikes, he bombed his way into the top 30 overall by the 130 mile mark. And that was when he blew the....TIRE! Due to this handicap he dropped to 56th Overall at the finish– STILL 33 PLACES AHEAD OF THE NEXT TRAIL BIKE!

Terry Clark at the finish on his flying Van Tech. Terry said that the engine ran like a bomb (?) all the way. With the fine handling of the rugged Van Tech frame and the wild Van Tech leading link fork absorbing the jolts, he could hit anything at any speed and still stay on.



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Concessionaire Needed For Mini-Bike Park

By Gael Buchanan

There are undeveloped park lands in Anaheim which could be used for minibike riding areas if a concessionaire is found to undertake the project.

Rich Gagnebin, Assistant Recreation Supervisor for the Anaheim Parks and Recreation Department, says he would like to see someone put the lands to good use while they stand waiting to be turned into parks. The sites are scheduled for development within the next ten years.

However, until that time, the areas could provide a place where people could ride minibikes (and possibly bikes up to 100cc's) without getting a ticket. Also, safety would be stressed to keep injuries to a minimum. Signs, helmet requirements, and hopefully aid from the city police are some precautions that would be taken.

So far, Gagnebin has only considered the owners of Saddleback as prospects for the job. He is still open to suggestions from anyone interested in leasing or paying a percent to the city to run a minibike park. He added that private parties investing in the land would get better liability rates than the city.

The kind and quality of course to be created would depend on what the concessionaire is willing and able to do. The open fields where kids now ride unsupervised, would probably be graded and marked with signs. Whether a race would be established is up to the developer and the support he receives.

Since the lands, in many cases, are close to homes, riding hours causing the least possible disturbance to residents would be worked out.

Another possibility for a minibike park is fifteen acres of undeveloped land adjacent to Anaheim, away from homes.

However, Gagnegin said, the land is owned by the county. He feels that he would almost have to have someone present a plan that he could submit to the county before he could get anything going. As yet, he has made no contacts concerning this site.

Rich Gagnebin would appreciate a response from anyone interested in developing a minibike park in either the city or county owned lands. He said he is "looking for someone who is willing to give it a try and see what happens."

HELMET FOR LITTLE PEOPLE

Not just a padded-out adult size helmet shell, the Yoder Helmet is made especially for children. The fiberglass shell comes in small, medium and large kids sizes. It is a full coverage style, designed for maximum protection. Not a toy, it retails for $24.95 in metalflake colors and white from Sam Tanner Dist., 510 W. Anaheim St., Wilmington, Calif. 90744.

CERA ENDURO TO LURE NEW RIDERS

Drawing for starting numbers in the first Calif. Enduro Riders Assn. enduro will be held December 23 at the Family Hofbrau, 6161 Lincoln Ave. in Buena Park, Calif.

The 100 mile "easy type" enduro will be the first of a series of four progressively more difficult enduros designed by C.E.R.A. to turn southern California motorcycle enthusiasts on to this groovy form of off-road riding. Classes for experienced, slightly experienced and brand new type riders are offered and no special equipment for the motorcycle is required.

Entries for this first run of the series, which takes place near Barstow, Calif. Jan. 4 should be in to the CERA no later than Dec. 20. Post entries will be available for $7. But if you send in $6 now, you'll be all signed up and ready to win a starting number. Address entries to CERA, Box 2102, Cypress, Ca. 90630.

MINIBIKES AND THE "PEPSI GENERATION"

According to industry reports a $38 million market that is still sky-rocketing has has appeared for mini-bikes, those half-size, half-cost motorcycles that can be ridden by almost anyone, almost anywhere, thus filling a place between riding in two-ton cars or walking.

With a sales growth of 2500% in 21 months, Bonanza Industries, Inc. San Jose, California, reports U.S. unit sales figures already larger than for 8 out of 10 motorcycle brands. They expect to sell $10 million in 1969. Other mini-bike manufacturers also report large sales increases.

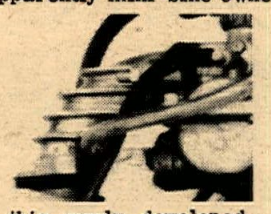
Pepsi-Cola discovered a "bonanza" of contest response and increased cola guzzling when they offered minibikes as premiums.

Bonanza mini-bikes were used in Pepsi-Cola premium tests where they roughly tripled the response expected from premiums. In the words of Pepsi-Cola World, they "managed to send competition screaming down the road in sheer terror".

It's too early to tell whether mini-bikes are a fad or fill a place in our way of life. Street use is discouraged by some manufacturers since mini-bikes are small and therefore not as easily seen as motorcycles. But for beaches, backyards, empty lots, fields, forest and mountain trails and almost anywhere elese they are a barrel of fun for kids and parents; they stow easily in car trunks, boats, planes and trailers; and industrial and construction superintendents find them handy.

Although mini-bikes have been on the market several years it is hard to find us ones for sale. Apparently mini-bike owners don't tire of them.

NEW HONDA MINI CARB ADAPTER



Webco offers this newly developed manifold adapter for the popular Honda Z-50 Mini Trail. It will accept either the CT 90 or the CM-91 Honda carburetor, adding power and torque to the "mighty midget". The conversion uses a standard throttle cable. Made from cast aluminum, the kit comes with all instructions. Webco part number is #1428 and retails at any Webco parts dealer for $9.95.

A companion item for the Honda Mini Trail adapter is a new "sox type" air cleaner made by Filtron to Webco's specifications. Its Webco part number is #1429 and retails at $4.95.

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MAVERICK —groovy little pitbike

You might have seen motocrosser Gary Bailey piloting a nifty little number around the Inter-Am pits this season. It is a 50cc Yamaha-engined mini-trail called the "Maverick". In line with modern mini design it is basically a miniature motorcycle, boasting swing-arm rear suspension, good telescopic forks (with damping) and a 3-speed gearbox.

Although it is tiny enough to fit in any car trunk, or hang from divots on your 74, even 6-foot-6er Bailey has no trouble riding it with the seat in its lower position. In fact, Bailey generally keeps the front wheel aloft while making his rounds on his Maverick. The bike is a good handling mini, without that too-quick steering that makes so many others of its breed twitchy as a mustang with Parkinson's disease.

We flogged it around the bumpy parking lot at Pepperell, Mass. and marvelled at its scrambler handling, instant horsepower and sudden brakes. Controls are identical to motorcycle controls and very easy to operate. It weighs under 100 lbs. and you mix oil with the gas.

Only problems we encountered were a broken alloy front brake lever, for which we decline the blame, and the footpeg bar is too soft to withstand our 185 lbs. crashing down at 30 mph. The folding pegs bent down, applying the rear brake and we had to lever them back into position to continue. Bailey believes these problems will be corrected by the time you read this. So if you want a good pit bike, look into the Maverick. It sells for only $279 and you can learn the name of your nearest dealer by writing to Gary Bailey, 1858 Dimondale, Compton, Calif.

Gary Bailey's New Maverick 65cc has beefed-up pegs and fork crown. Even a Git Kit is available!

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SCOUT
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Rocky Road To Red Mountain

By Ed Wight

RED MOUNTAIN, CALIF. Dec. 7 – If you like rocks, you'd love Red Mountain and the "Last Chance Enduro". This old time mining town was the site of the 90 mile enduro sponsored by the California Enduro Assoc., Inc.

December 7th dawned with temperatures in the 40's. 7:01 a.m. found 500 hale, hearty and eager enduro enthusiasts ready to do their thing. Campers and 2-stroke machines seemed to be the order of the day. Apparently, campers are the answer for a lot of Sunday racing families, as their presence becomes more and more evident.

Two loops of approximately 45 miles each with a 20 minute stop for fuel, constituted the run. A well laid out and carefully marked course greeted the starters with the first loop being comparatively easy. But, Oh! – that second loop! Rocks, rocks and more rocks! – and what wasn't rock was powder sand. We're sure the So. Calif. Trials Assoc. riders really excelled in a lot of the rocky canyons and the downhills. S.C.T.A. members seem to be riding more enduros – must be good practice.

Average speeds varied from 8 to 24 mph – at which speeds few B riders, if any, and few A riders could easily maintain the averages. No "C" rider class was run. Unofficially, a high number of finishers were recorded. After careful tabulation some of these may be disqualified for being late over the one hour limit. Approximately 50% or 250 riders completed the course – but not without mishap. Oil could be spotted on some of the rocky trails, indicating that non-skid-plate-equipped machines had scattered their crankcases.

Some familiar faces appeared out of the dust. The "Old Man of the Desert", Lloyd Larson was on hand, as well as long lost, but not forgotten Vern Hancock; also the new Pres. of District 37 Sports Committee "Cactus Willy", Bill Adams; with one of his vintage Matchless twins running like a watch. Lady entries were also included, one being Maggy Walder with husband Herb.

Enduros are excellent training areas for new riders and younger men and the predominance of 100cc thru 250cc machines indicate this.

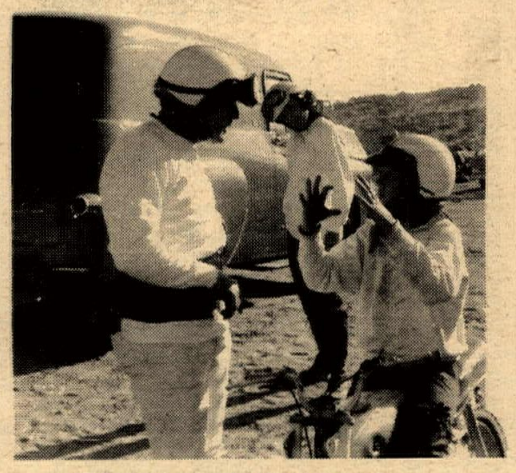
We're sure everyone will be looking forward to next year's "Last Chance Enduo" with baited motorcycle and watch. Looks like '70 is going to be the best year for enduro riders in California in a long time.

(Results will be published when available)

Just at the end of a long rocky climb and somebody falls down in the only path through the boulders. That is the sort of thing that sometimes makes enduro riders really haul the mail just to keep up a 24 MPH average.

Two different routes of attack.

A long rutted sand wash was the scene of this check.



"Then I hit a rock this big, dad!"

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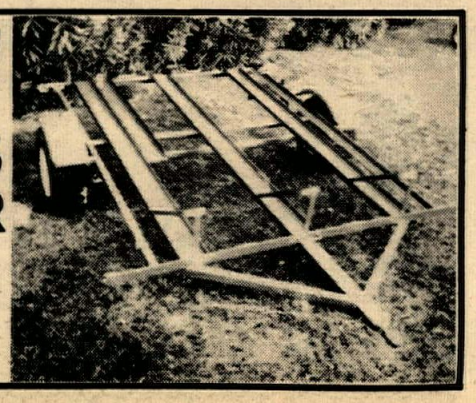

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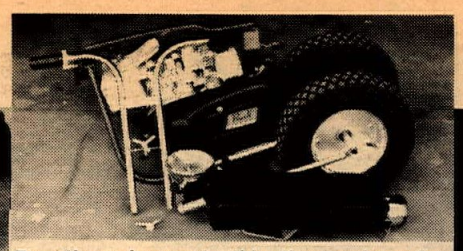
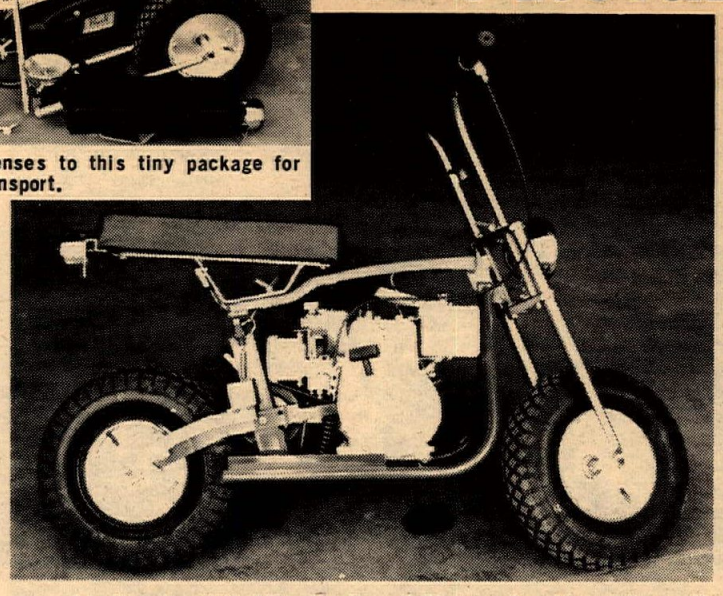
The Return of the Powell



Powell condenses to this tiny package for storage or transport.



19-year-old Alan Powell put the product on the map by winning five Saddleback Park minibike races.

An attractive little bike, the Powell fits any size rider without adjustment. Floorboards are used instead of footpegs.

Channing Powell poses with his product. Machine uses Acme sintered metal chain, which holds lube for life. Powell claims he's never seen one wear out.

By Chuck Clayton

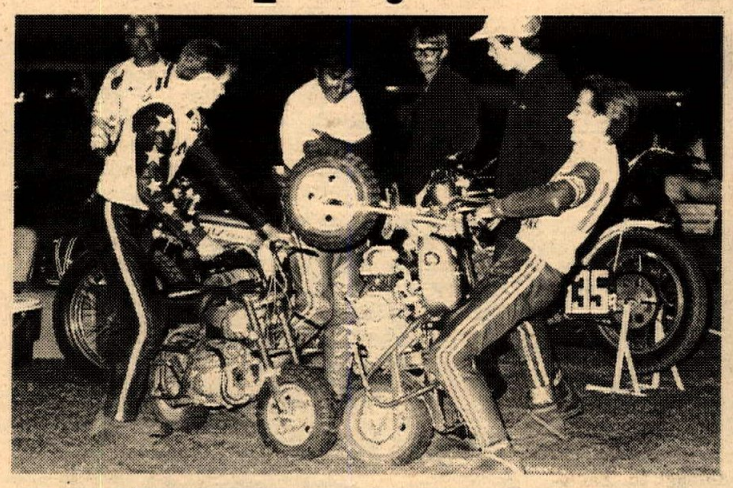
If you grew up in the time of what pundits used to refer to as "the Silent Generation", circa World War II, you may have owned or envied those who were lucky enough to own a Powell motor scooter. The Powell was manufactured in Compton, California by two brothers, Hayward and Channing Powell. In 1935 they designed their own alloy vertical twin engine, but primitive die casting techniques left the alloy porous and so the engines were not raging successes. None is known to exist today.

In 1946 the famous Powell Challenger C-47 was produced, with a gas tank shaped like a seat (you sat on it) and a single cylinder sidevalve engine. It featured a leaf spring and shackle swinging arm rear suspension long before any other production two wheeler dared such innovation and it was successfully manufactured and sold until 1951. At that time

(Continued on page 18)

Horseplay in the Pits

Minibikes have become as essential to professional racers as skidshoes. And when the opportunity for a little impromptu jousting presents itself, who can resist? These mercifully unidentified racers photographed by Dan Mahony were having at it like knights of old on their little 2-wheel steeds.



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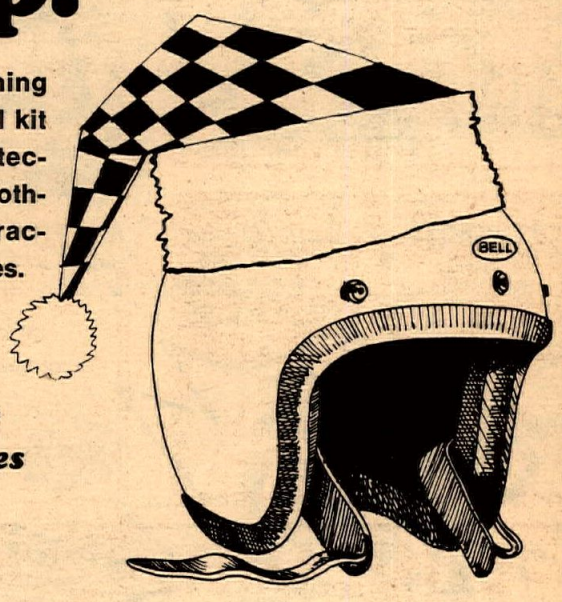

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Back to his winning ways Jim (83) Raymond bends his Montesa into the first turn at Trojan ahead of second finisher Irwin (393) Moon.

Gold In The Cold At Trojan Double-Header

Story by Dennis Greene
Photos by D.G. Studio

SOUTH GATE, CAL. Dec. 5, 1969 – It was award night at Trojan with no less than forty-six trophies to be given out to the high point riders for the season.

With the temperature down in the low fifties it would take a hot night of racing to keep the fans in their seats. They stayed.

The program got under way with the 100cc T.T. riders and progressed through the 125cc to the 250cc class, and then to the flat track with all three size machines participating.

After the heat races and Trophy Dash it was time to give out the gold.

With all the main events to go the fans grew a little impatient, as it took some time to give out all the Awards.

There were trophies for the top six in each class in both types of racing, given out for points earned in the past season.

The lions share went to the track hero, Jim Raymond, who got gold for the high point man in the 100cc F.T., 125cc F.T., 125cc T.T. 250cc Flat track, 250cc T.T. and second in the 100cc T.T. With three trophies earned in the dashes and the sixth earned as hi point rider you might think that nine would be enough, but Jim came back in the mains to win four more and a baker's dozen is enough for anyone.

The only person to beat Jim out for hi point was Gary Scott who got the Nod in the 100cc T.T. Jim was second. Gary Scott ran second in the 100cc F.T., third in the 250 F.T. and fourth in the 125cc T.T.

Other multiple winners were Larry Shaw, Erwin Moon, Mike Lund.

406 riders have filled out entry forms at this track and just twenty men earn the top dog spots. This should show you just how good you must be to get in to the points race.

(Results on page 17)

The High Point line-up. To wind up here takes a lot of hard riding and consistent attendance.

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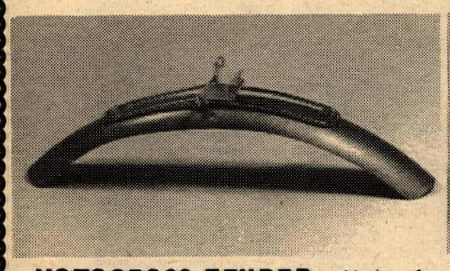

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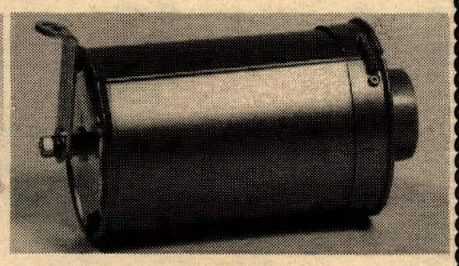

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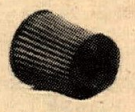

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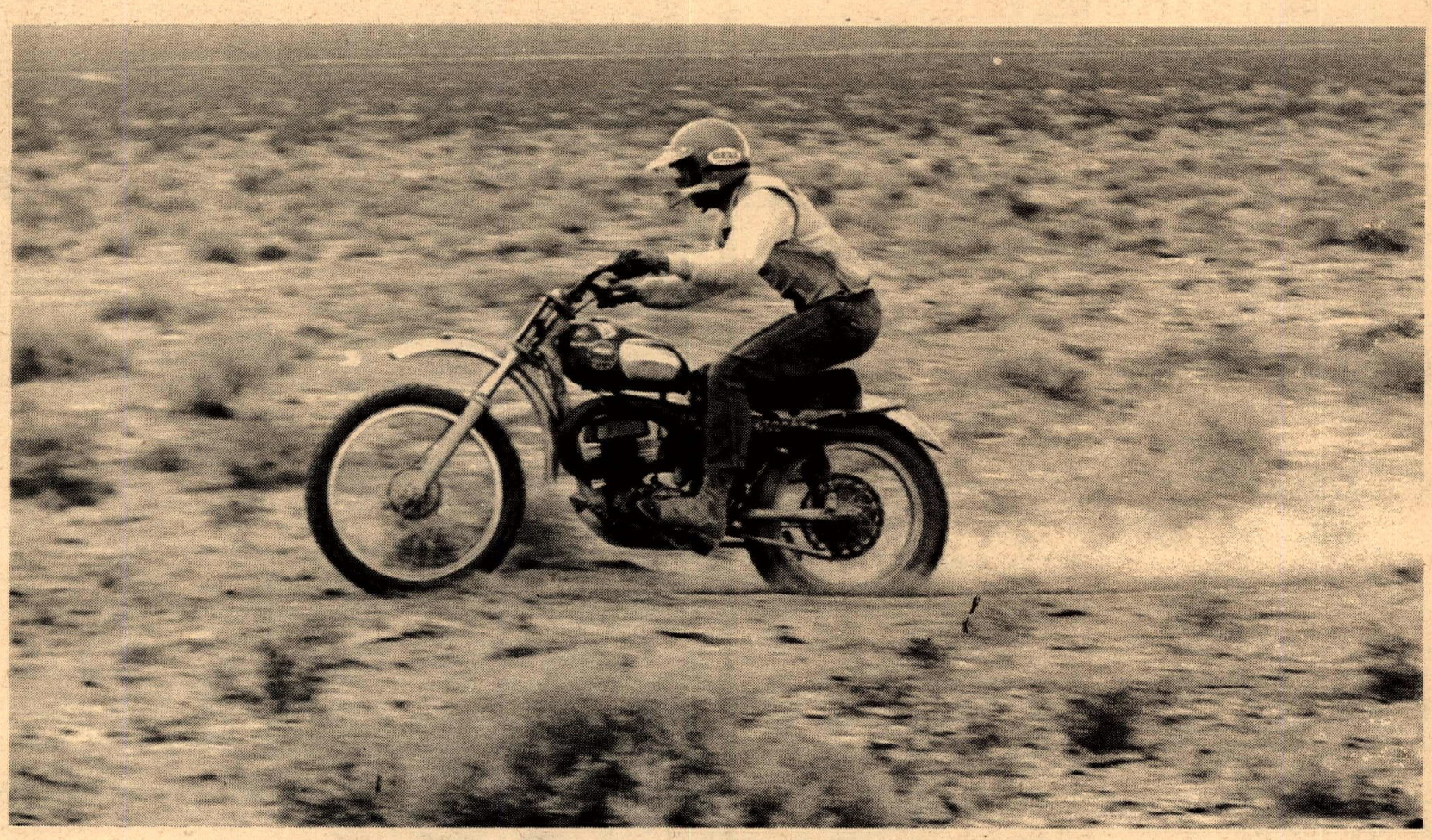

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Bultaco Day At Jolly Rogers

By John Hansen

SEATTLE, WASH. Nov. 30, 1969 – Close to 200 riders showed up for a crisp but sunny day at the Jolly Rogers race track Sunday, Nov. 30. Bultacos seemed to dominate the track in all but one "A" main race.

Dick Washum put on a fine show for the spectators pulling a first on his 100cc Kawasaki against Kodaka mounted (Kawasaki with a Hodaka head and barrel) Darrell Hendricson and four other 100cc "A" main riders. Darrell's twin brother, Dwaine Hendricson, on his 125cc Maico won second place against Gord. Ochs on his 125cc Bultaco in the 125cc "A" Main.

It was Bultacos all the way in the 200cc "A" Main with John Silvestri of Auburn, Washington winning first place with little margin over Lee Parker who was also Bultaco mounted.

In the 250cc "A" Main it was Dan Brecht on his 250cc Bultaco winning first over Fredolf Johnson on his American Eagle.

All in all it was a very good day at Jolly Rogers track and many would like to give a hearty thanks to Seattle M.C. for that well run program of races.

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Stuth Bounds To Crater Run Win

By Jeanne Friestman and Jim Rathjen

ZILLAH, WASH. Nov. 23, 1969 – Bill Stuth bounded his 405 Husky across the Washington wilderness to win the 75 mile Crater Run at Zillah, Washington which is becoming a real race classic in the Pacific Northwest. This year's event had 383 riders going three laps around a 25 mile course filled with sage brush, sandwashes, dusty holes and soft hills.

The sponsoring club, the Family Fun Wheelers of Yakima, positioned the long starting line about 200 yards in front of an incredibly steep and sandy hill.

At the sound of the starters 10 a.m. rifle shots the riders ran to their bikes, started them and then 383 people tried to get 200 yards to the hill and 100 yards up and over it. All this on a hill that will easily accommodate up to 25 or maybe 30 bikes without monumental pile-ups of men and machines.

It happens almost exactly the same each year. Everybody tries to win a 75 mile race in the first 300 yards.

One fellow on a Bultaco tried the same spot on the hill nine different times. One of the officials suggested to him that it was legal to detour around the side of the hill. That path was a bit farther but a lot easier. He shouted that he was going to climb that S.O.B. or load up and go home. Suddenly that hill had become the symbol of something that had to be conquered.

The Crater Run gets its name from an extinct volcano. It is a big hole in the ground on top of a pretty good ridge with only one good way down into it and no good way out. Just to be sure that everyone enjoys the crater run to the fullest one of the check points is at the very bottom of the pit. At one point on the second lap, there were by actual count, 29 riders lined up waiting for a shot at the climb out.

Mel McKerlie of Spokane on a bigger than normal BSA single had a five minute lead on the rest of the field for the first two laps but the dust at the bottom of some of those holes got the best of his air cleaner and he relinquished the lead to Bill Stuth of Renton.

Earlier Bill had been passing one or two riders at a time and was running sixth overall right behind Dan Murphy on a 250 CZ.

Young Danny endoed into a sandwash and Bill almost laid his Husky down to keep from hitting him. Bill caught it and had cleared the next little rise before he got straightened out and slowed down.

Bill who is now fifth overall turned around, rode back to the bottom of the gully and asked Danny how he was and made sure he had moved up the draw so the next guy into the wash wouldn't nail him. Danny says he's "o.k." and only then does Bill Stuth start racing again. Bill gave away an honest two minutes of riding time, making sure Danny was all right. Stuth did go on to take first over-all and after witnessing his concern for a fellow rider I can't think of another man on the course who deserved it more.

Dick Jagow got one of his patented five minute late starts. He came through the first lap in 15th overall and on his second lap he was fourth behind McKerlie, Stuth and Darrel Triber. But Dame Fate was bad to Richard. Snapping off his left shock on his Greeves he proceeded to hamburger his spokes, twist his swing arm and finally he had to hang it up and ease on in before he was forced to finish on his sprocket.

Action seemed to be the theme of the day and the pit area was exciting too. Two bikes caught fire while stopped next to the gas area, but were put out quickly.

Bob Burns on a 125cc Maico came in at the end of lap one with a split tank and a boot full of gas. His pit crew got him on his way again by borrowing a Kawasaki tank, which they buckled on with an old boot lace and one wrong sized bolt, a knee sock from an understanding girl and an oversized boot from a friend got Burns back on the road to happiness and a 125cc class win.

Dave Friestman took first place in the 200 class, 45 minutes ahead of the second 200, and sixteenth overall. Friestman was also the 200cc winner in the spring event here.

Greeves mounted Dwain Beard was the first place man for the 250's, which perhaps is the most competitive.

Chris Meyers was the shining Powder Puffer of the day on her Yamaha and the 14 and under class was profitable for Curt Brewer also on a Yamaha.

There has been talk that there will never be another Crater Run and it's a sad thought. But perhaps if we can get the cooperation of everyone we will again be able to enjoy this most covetous course. Please refrain from riding the area since this land was offered in good faith and this is the land owner's request. Keep him happy and you keep us all happy. (Results on page 17)

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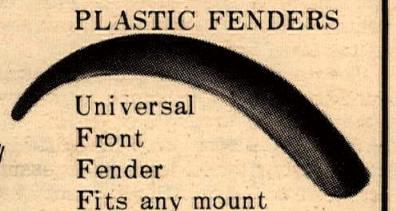
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Knobys Kneat For Kniekiem

LA GRANGE, CALIF. Nov. 30 – Ray Huff wins the 650 Amateur-Expert main scrambles in runaway style from start to finish on his BSA Victor, as he has done many times before. But the race for second is hot and close between Jorgy Jorgensen, BSA, and John Green, Montesa powered.

Jorgy holds second down for 14 of the 15 lap main, with Green on his rear wheel all the way. In the first turn on lap 15, Green really lets it all hang out in his bid to get by the BSA, forcing the mistake, which Jorgy commits and driving on to take over second. Jorgensen recovers quickly and then chases Green down for the checkered flag, but Green holds on for the number two spot, leaving Jorgy third.

Dennis Kniekiem cleans hourse, Kawasaki-style, in the 100 Novice department.

The 200cc Novice race also starts out hot, with Phil Anderson, Ossa mounted for Tom's Cycle Center of Concord, coming off the starting line on the rear wheel in first place all the way to the first turn. He holds the pack back for three laps with Marvin Helzer, on a Sachs, running second and making his bid for the win toward the end of lap three. Helzer's chance comes with Anderson going a little too wide, Halzer dives under Phil and takes over the lead, stretches it out and holds on for the win. It's Phil's first ride on a 200, moving up from the 100 class. It looks like a good move.

Wendell Davidson, riding a BSA, bags the 650 Novice main, putting in a fine ride, but it may be under protest because he's on a 500, I guess we'll have to wait and see.

Many other riders also put on very good rides and all the racing is very good all day. The track stays great – a good old-fashioned scrambles. The track is laid out over natural terrain, watered the day before and then raced on and never touched with a blade or drag. The Knoby's Motorcycle Club is hereby commended for a real scrambles track and a great day of racing.

Also praise be to the Modesto Ambulance Company for coming out for all day and not charging the club a penny. They say the show is worth it. Hope to see more of the real scrambles from the Knobys.

(Results on page 16)

Bowers Bags Altamont

By Beverly DeLaRosa

ALTAMONT, CALIF. Nov. 28 – Husky mounted Bob Bowers moved out in front of Bultaco mounted Jim Foley and Dennis Huff to win the open Senior Class at Altamont Motocross Speedway Friday night. Huff came back with vengeance, however, in the next race with a 250 Sr. Class win on his Yamaha.

Gary Nauman on a CZ grabbed the lead and eventually the win in the 250 Junior Class.

As usual Rory Muscatell and his American Eagle were on top form and he won the 125 Sr. race. Scott Brelsford, on a Bultaco, just couldn't make it and ended up second.

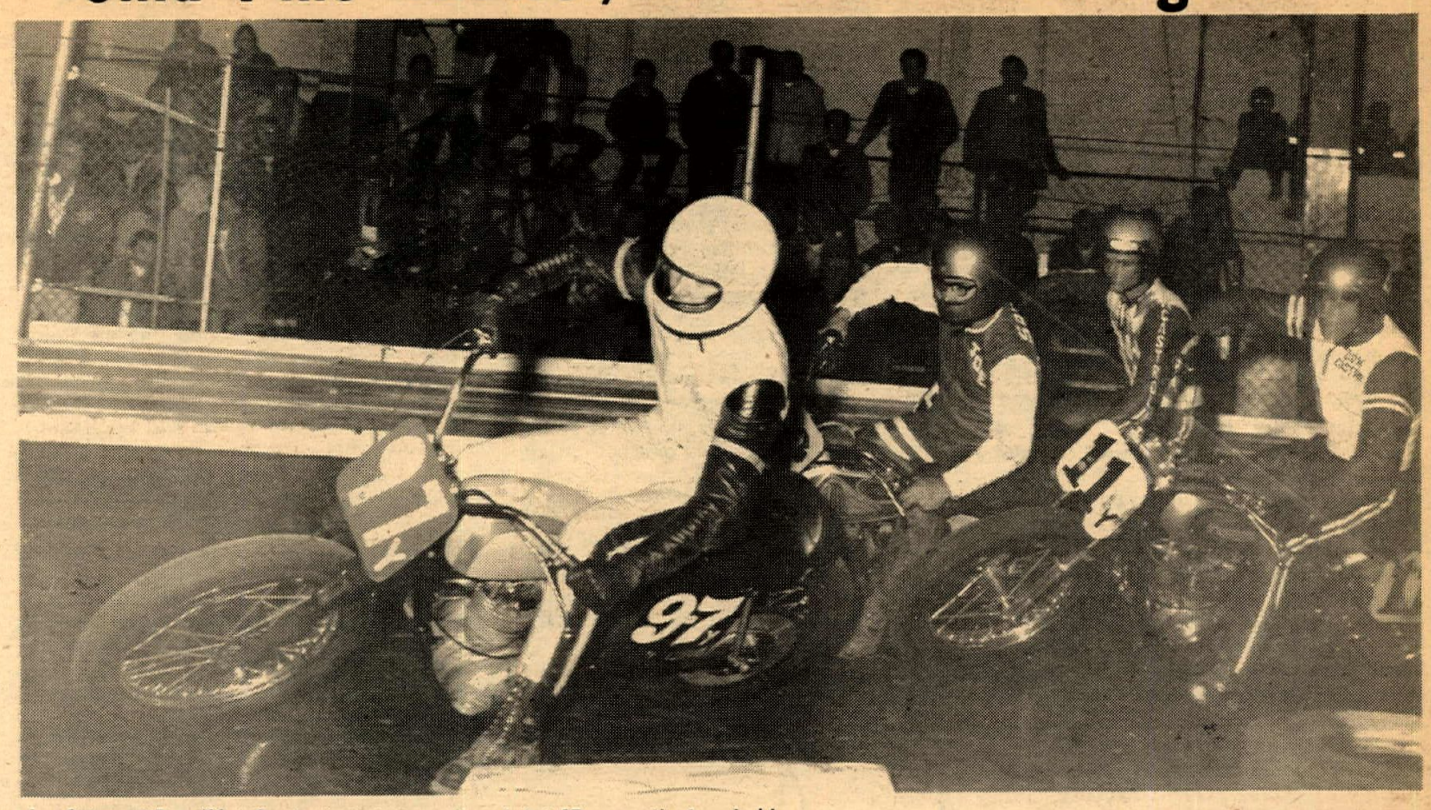
Members of the hi-JACKERS minibike club of Concord, Calif. were out in full force again Friday night at Altamont. Ron Davis, on a Taco 22, finished first. Honda mounted Frank Crane Jr. was second in the mini-motos.

Lee Miller, on a Taco, was doing good until his chain fell off. David DeLaRosa got off to a good start, hanging close behind in second spot until he dumped it on the third turn.

The combined Expert and the Amateur minibike speed contest was really superb, with everybody trying hard. Armand DeLaRosa, on his modified Honda was able to hold off the pressure of Steve, from Garden Equipment shop in Concord on a Powell, to win, repeating last week's victory. Dirk Fibush, also on a hopped-up Honda was second, followed by Taco mounted Rick Reinberger.

(Results on page 16)

Skid Pins Castro, Brelsford Wins Again!



Joe Soto and Don (11y) Castro look for way through but 97y says the turn is his.

Photo by Jim Hayes

SAN JOSE, CALIF. Nov. 29 – The trophy dash at the weekly indoor shorttrack was very close with Bultaco mounted Russ Powell speeding to the win, Chal DeCecco, riding a Triumph, taking second after Mark Brelsford and Nick Theroux went down on lap two, Theroux lost his front wheel going into turn three taking Mark with him.

Main event time found Don Castro still practicing for the TT season to come. A rider went down in front of him skidding off turn four, leaving no place for Don to go. He used the bike for a jump. Actually, a good job of riding was done by Don. He later had bad luck while moving up well in the main. Both tires broke lose, putting him in a full slide, then suddenly they got a bite and drove him straight into the fence, where he stayed, with his leg wedge between the rail and wall until the main was over.

Speedy Mark Brelsford, on his Harley-Davidson sprinted out front for the win once again to make it four weeks in a row. Butch Corder, Triumph mounted, beat Mark in the heat and semi but could do not better than second in the main where it counts. This makes it about four second spots for his record. Butch should be about ready for a first place this Saturday night. Nick Theroux, on a Honda from San Francisco Honda, ran third in the main after winning both his heat and semi. DeCecco took fourth with Kris Bakke, Bultaco, running fifth.

Only one more race at San Jose then to the Cow Palace. Looks like Brelsford will be king at San Jose and is defending champ at the Palace. He is well on his way again. (Results on page 16)

Miss "San Francisco Bunny of the Year", Bunny Peggy, of the San Francisco Playboy Club, gives a helping hand to professional motorcycle racer Mark Brelsford in preparation for the opening indoor races at the San Francisco Cow Palace on Dec. 13, 20, 26 & Jan. 1 & 23.

SADDLE BACK NORTH OPENER

By Valerie Budschat

STANWOOD, WASH. Nov. 30 – A new motorcycle playground, Saddle Back North, opened in ideal winter weather with a motocross and flat track run on the same day. The ground is clay with grass growing in spectator areas.

Saddle Back North is three tracks in one, located 4 miles west of Hwy 5 north of Hwy 532 just off Route 56 NW about 21 miles from Everett, Washington.

RESULTS:

Motocross–100cc: 1. Mike Budschat (Sac) 2. Mike Russell (Kaw) 3. Vince Holt (Kaw).

250cc: 1. Glen Adams (Mai) 2. Jim Kiltoff (Bul) 3. Cliff Sterring (Yam).

Open: 1. Monte Darling (CZ) 2. Bob Budschat (Duc) 3. Joe Goodfellow (Mai).

FLAT TRACK: 100cc: 1. Mike Budschat (Sachs). 250cc: 1. Glen Adams (Mai). Open: 1. Bob Budschat (Ducati).

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KRING AND ABERG SPLIT I

by Maureen Lee

Photos by John Shedd and Action Photo Long Beach

CARLSBAD, CALIF. Dec. 7, 1969 – 500cc World Champion Bengt Aberg wrapped up the International class at the Carlsbad Inter-Am showing the form that earned him and Husqvarna the world title. On the first leg he took the lead followed by Roger DeCoster (C-Z), Dave Bickers (C-Z) and Jim Wilson (Greeves).

DeCoster was flat out and flying. He couldn't catch Aberg, but he was impressive to watch. To everyone's disappointment he was forced out in the second leg with a carburetor leaking air, making the throttle stick wide open.

Also up among the front runners was Torsten Hallman (Husqvarna) apparently well recovered from the injuries that have plagued him lately. Jim Wilson and Dave Bickers diced it out for a few laps until the more experienced Bickers finally pulled away.

DeCoster took the lead in leg two, followed by Wilson and Aberg. DeCoster was out along with Lars Larsson who had a blown gear box. Now Aberg is in the lead again followed by Hallman. Wilson and Bickers were having their dice again and moving on up was Scotland's Vic Allan (Greeves).

Allan really got with it on the third leg and shot into the lead right from the starting line, holding onto it for quite a few number of laps until Aberg took over. The Greeves rider held onto his second spot although chased by Hallman and DeCoster.

Among the American contingent Tim Hart and Bill Silverthorn (Husqvarna) were having a real go, but Hart finally slipped to the inside and took over. Gary Bailey who had second American sewed up had the misfortune to tangle with a slower rider back on the course, purled it, and by the time he got going again had dropped back far enough to lose his second to Tim Hart. When the points were tabulated it was Jim Wilson first American and seventh over-all.

The 125 Junior Class had some racing every bit as tough as the International. Bryar Holcomb (Penton) and Gene Cannady (Sachs) settled it out for the win. Cannady won the first leg followed in by Gary Jones (Yamaha). Gary dropped it right before the finish line but was so far ahead that he had time to remount and finish before the third place man got him. Holcomb took the second leg and Cannady's bike quit on him so the third one was to tell the winner. It was Holcomb and if he'd planned the finish it couldn't have worked better. Just as he took the checkered flag the Penton's gearbox exploded and he came to an abrupt stop in the middle of the course.

There was just no catching Pat DeBenedetti (Maico) in the 500 Sportsman although Bruce Torbett (Husqvarna) and Ron Bunn (C-Z) did their best. Vic Hannan who had won Westlake the week before could do no better than a seventh over-all but there's still one more Inter-Am to go.

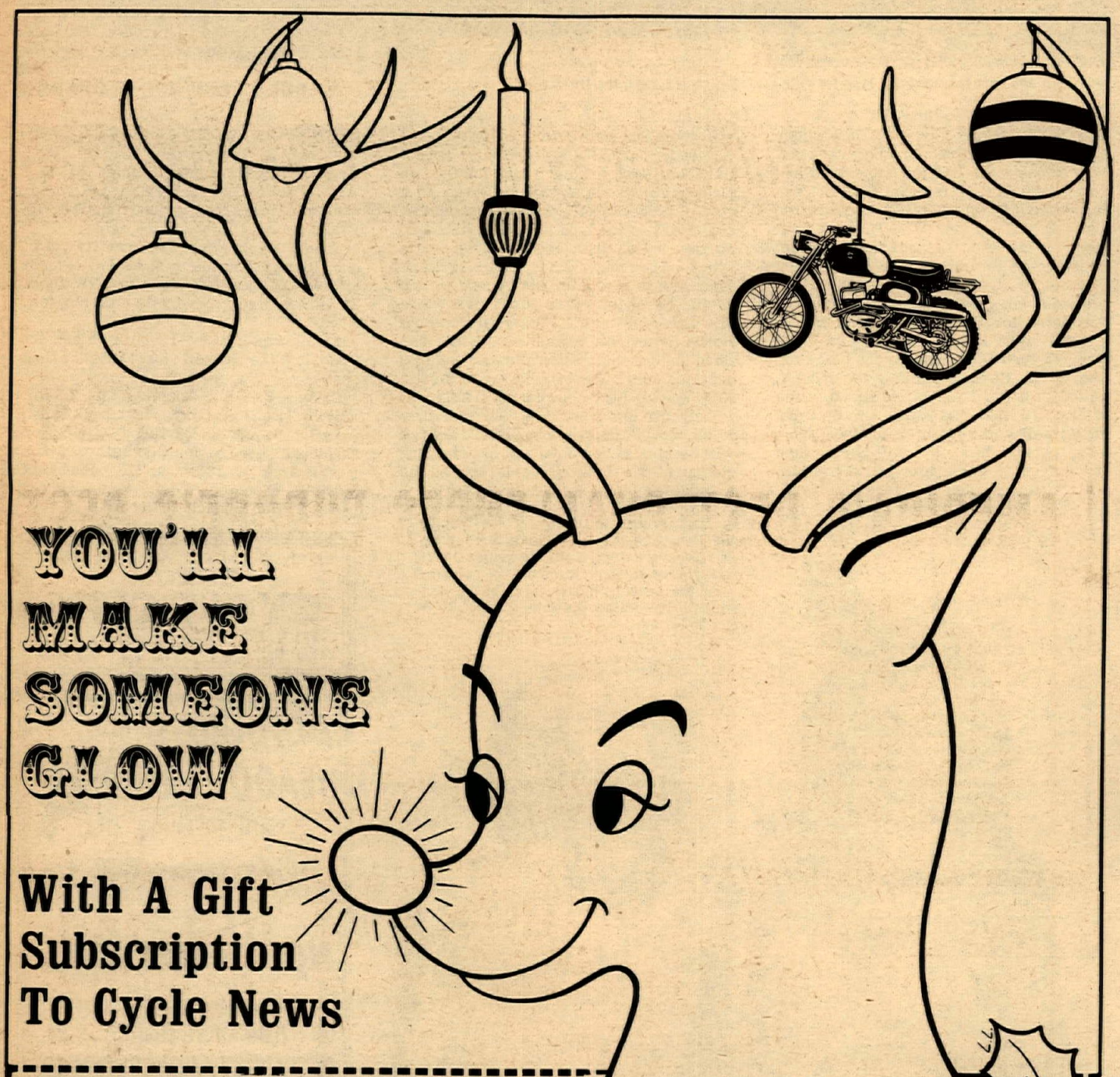
Bill Clements (Husqvarna) won the 250 Sportsman over-all followed in by George Etheridge, Larry Nolen and Bruce Baron all on C-Z's.

(Results on page 17)

Framed by international flags, the International class ri
(5) DeCoster and Hakan (9) Andersson are fine company

Salinas. Ake Jonsson raced with eventual winner Arne K

Salinas. 250cc World Champ Joel Robert
a run of bad luck in the series and Salinas w



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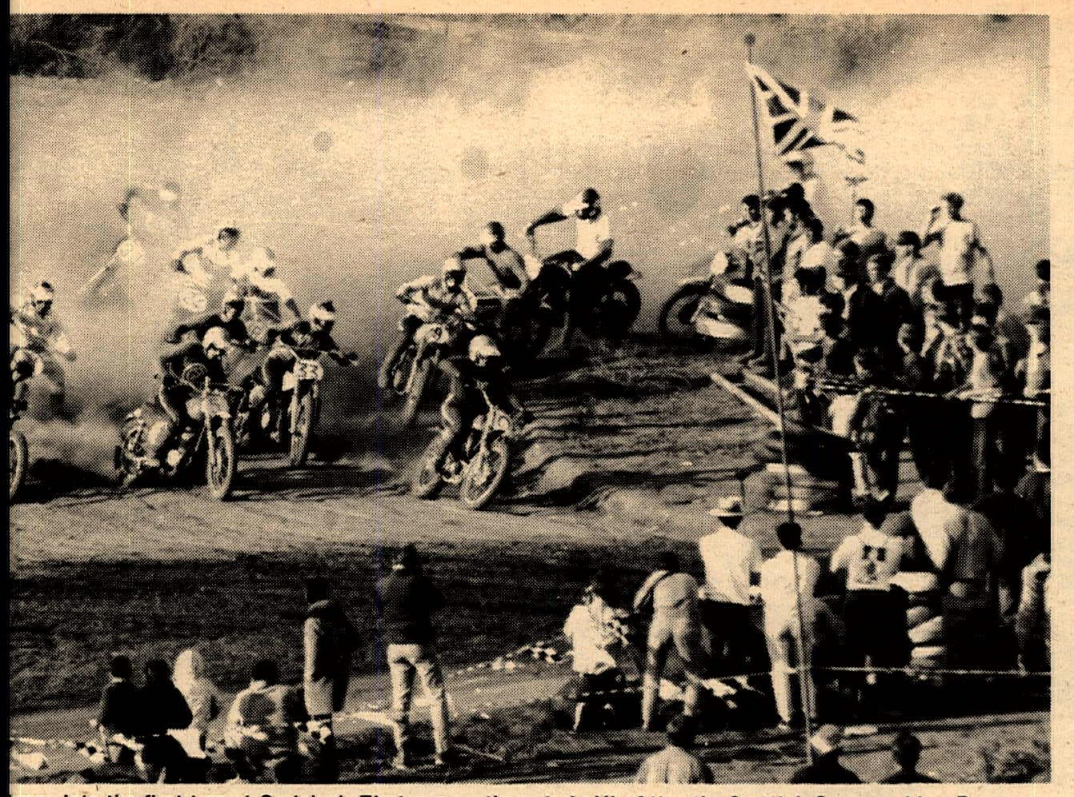
CYCLE NEWS

TER-AM WINS



harge into the first turn at Carlsbad. First man on the pole is Vic Allan the Scottish Greeves rider. Roger m (33) Hart who looks like the first American in this shot.

Story and Photos by Terry Pratt

SALINAS, CAL. Dec. 7, 1969 – The Salinas half of this weekend's Inter-Am action was won by Swedish Husqvarna team rider, Arne Kring who won the first and third motos and finished in the number two spot behind teammate Christer Hammargren in the second moto.

Kring's competition appeared to come from Hammargren who won the second moto and was second in the third race. However, counter shaft sprocket trouble in the first moto put Christer out of contention in the final scoring.

Second overall was Jiri Stodulka who ran strongly all day and picked up two fourths and a third. Jiri is a Czech and must know the right words to whisper to his CZ.

The AJS team fielded only one rider but Bengt Arne Bonn brought the newest motocross bike across for a hard ridden third place overall.

Unlucky Ake Jonsson suffered a dead last finish in the second moto after he collapsed his rear wheel. A second and a third in the other two heats garnered him enough points to hail down fourth for the day however.

Barry Higgins added to his string of first-American victories ahead of Bob Grossi, Bob Bowers and Willaim Saltzman.

Now for a brief blow by blow.

First moto. Kring leapt to a first lap lead followed by Hammargren, Stodulka and Jonsson. Joel Robert was lagging in about seventh. Hammargren dropped off with sprocket trouble, Jonsson passed Stodulka and Robert started a charge that brought him into third at the flag. Higgins was holding fifth but Bonn squeezed past him in one of the banked turns at the top of the hill.

Second moto. This was Hammargren's race. He led wire to wire but there was lots of action behind him.

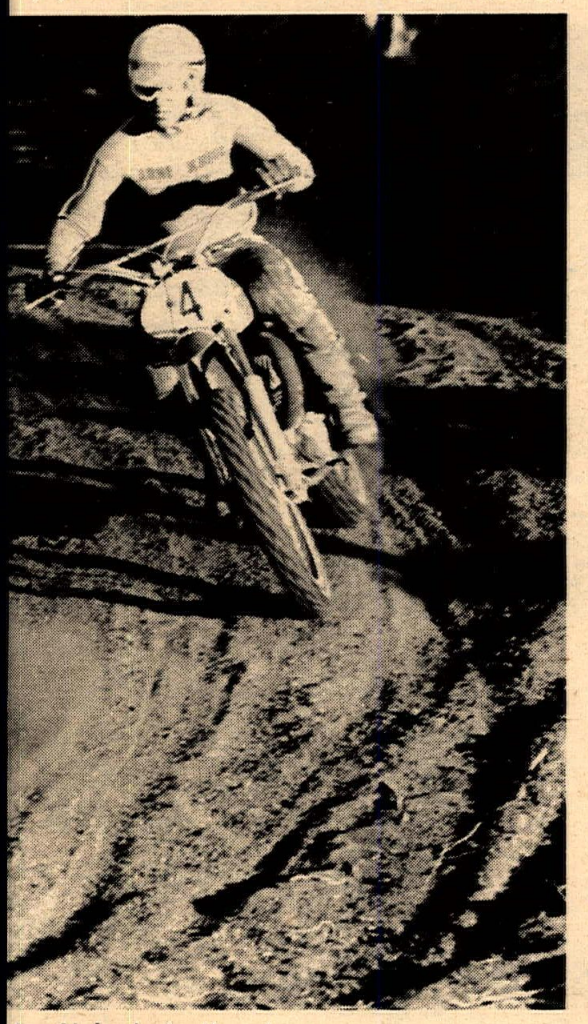
Jonsson's Maico was pressuring the leader when Ake's rear wheel sheared most of the spokes off the hub. Ake doesn't stop easily, he pushed across to finish last. Robert ground to a halt in the early laps. After racing with Higgins for several laps Gunnar Lindstrom detroured into the pits to change yet another plug. Kring was now second and Bonn passed Stodulka but Jiri got by again to hold third.

Third moto. By now the pattern had settled down. Kring had a 50 yard lead on the first few laps and Hammargren moved up to second after passing Stodulka and Robert who was seen circulating at quarter speed with a badly misfiring CZ.

Jonsson powered by Stodulka and Bonn was charging from behind passing both Higgins and Lindstrom who were having a terrific struggle. Robert had his CZ back on form again and pulled in behind Stodulka. Joel was several laps behind at this point but his race with Jiri seemed to push both CZs away from the gaining AJS of Bonn.

The sandy Salinas course was welcomed by most of the riders. The watering job lasted most of the day and stern admonitions from the loud speakers kept jay-walking spectators at a minimum.

(Results on page 17)



efore Ake's wheel collapsed.

into a sandy turn in front of Barry Higgins. Robert has had exception.

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* Pete DeBenedetti – Maico
* Mike Runyard – Am. Eagle
* Bruce Baron – CZ
* Tim Hart – Mon.
* Bill Silverthorne – Husky
* Jim West – A.J.S.
* Gary Bailey – Greeves
* Walt Axthelm – Rickman
* Preston Petty – Maico
* John Maynard – Rickman
* Feets Minert – B.S.A.
* John Rice – Maico

* Torsten Hallman – Husky
* Joel Robert – CZ
* Bengt Aberg – Husky
* Roger DeCoster – CZ
* Arne Kring – Husky
* Dave Bickers – CZ
* Christer Hammargren – Husky
* Vic Allan – Greeves
* Hakan Anderson – Husky
* Jiri Stodulka – CZ
* Dave Smith – A.J.S.
* Ake Jonsson – Maico
* Tom Leadbitter – Am. Eagle
* Gunnar Lindstrom – Husky
* Bengt Arne Bonn – A.J.S.

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VEILLON BAY MARE MASTER

By Mike Pearlman
Photos by Mike Pearlman

BAY MARE RANCH, CAL. Dec. 7, 1969 – It couldn't have been a better day for the Bay Mare Motocross. The Bay Mare Cycle Assn. has a well organized race crew. From the time the announcer, Dave Grove, announced over the loudspeaker there will be a rider's meeting at 9:30 a.m. until the last race of the day, the motocross was a complete success.

The 251-Open Main Event was the most exciting of the day. Bob Steffan, Jr. on a Maico, held the lead for half the race, then couldn't hold it any longer from Joe Veillon on a Prototype 350cc Maico, who was riding for Cole Bros. Motorcycles. Joe evidently has recovered from his Westlake wounds.

There were a total of six classes. Each class rode three races to achieve their points for the day. In the first 0-125cc Nov. class Yamaha took the cake. All on Yamahas were Steve Armstrong, Jay Ferris and Al Egizi.

In the 0-125 Am./Ex. class young Bobby Ewing, Jr. finished 2nd on a Sachs which was quite good for only completing two races that day. First was Larry Shoemaker on a Yamaha.

To keep everything fair, starting positions were picked from a box at random, and the entrants lined up accordingly. The starter, Howard Strowman, made certain everyone had a fair start. The course had two steep hills, stretch of washboard, a small section of sandwash, and the everyday normal sharp turns and jumps.

About noon, the dust was getting rather heavy. Dave Grove immediately called for the water truck and in a matter of minutes the dust was down and the track was very slippery and wet in spots, which encouraged a lot of action.

(Results on page 17)

Joe (448) Veillon wore out Bob Steffan Jr.

Al Egizi rode his Yamaha to third 125 Novice.

Mike (115) Bast tries to run from Larry (798) Shoemaker. He didn't make it. Larry won both the 125 and 250 Expert races.

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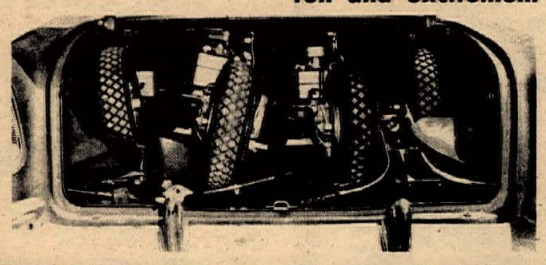

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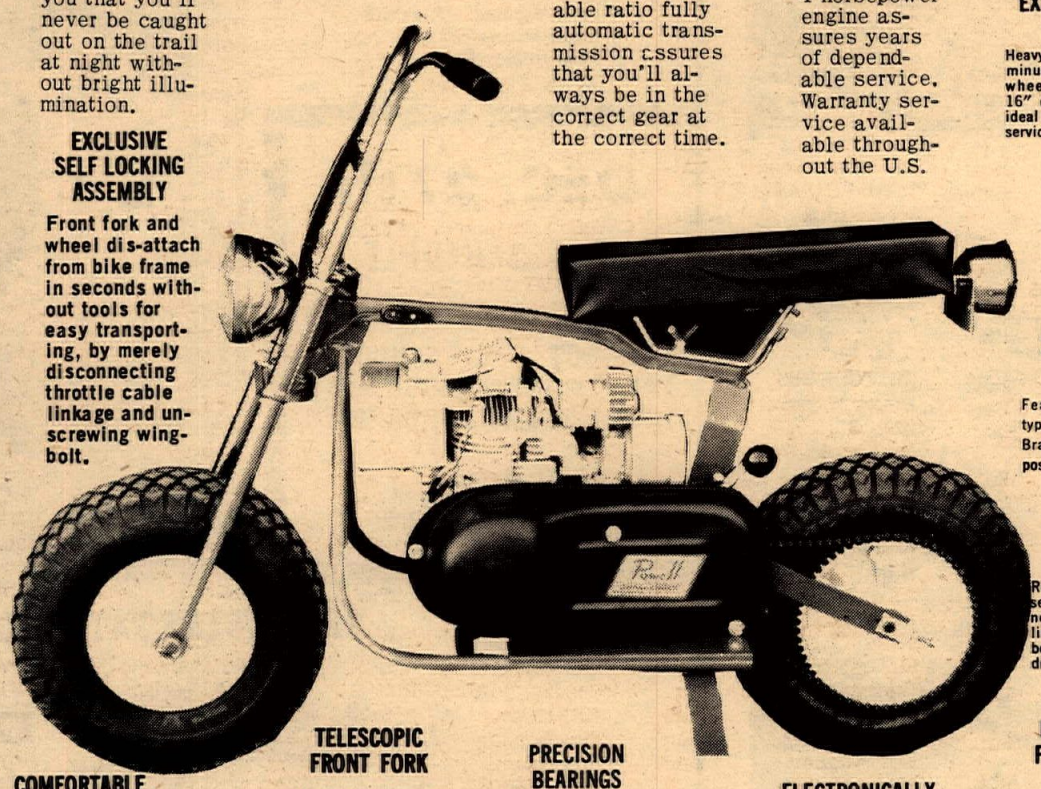

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Results are unofficial unless otherwise noted.

SALINAS INTER-AM
Salinas, Calif.
Dec. 7, 1969

500 INTL.
Arne Kring Hus
Jiri Stodulka C-Z
Bengt ArneBonn AJS
Ake Jonsson Mai
C. Hammargren Hus
Barry Higgins C-Z
Bob Grossi Hus
Bob Bowers Hus
William Saltzman C-Z
Gunnar Lindstrom Hus
David Worth C-Z
Ron Stockman Hus

INTER-AM
SPORTSMAN MOTOCROSS
Salinas, Calif.
Dec. 7, 1969
125 JR.
Ralph Crabtree Yam
Billy Graham Yam
Rory Muscatel A-E
John Brown Yam
Ed Brown Bul
Terry Fish Yam
Bill Castor Bul
Al Oliva Pen
250 JR. DIV. I
Dave Hansen Mai
John Gennai Gre
Jim Miller Hus
Gene Conant Bul
Chris Willems C-Z
Rick Poulin Mai
250 JR. DIV II
Brad Lackey Sac
Wayne Farrell Kaw
Steve Muscatel Hus
Daniel Stokes Mon
Bill Verbiscio A-E
Steve Warne Bul
Paul Sorensen Yam
Ed Chilbent Hus
Kenneth Bonnefin Hus
Glenn Gordon C-Z
500 JR.
Mike Akatiff C-Z
Dave Hansen Mai
James Thompson Hus
Eddie Egyed Mai
Bill Verbiscio A-E
Sam Jones Hus
Bill O'Brien Bul
Bob Perry Hus

WINTER SCRAMBLES
Woodland, Wash.
Nov. 30, 1969
By N.A. Williams
100cc TROPHY DASH
Gary Kapus Kaw
A MAIN
Gary Kapus Kaw
Dennis Fromm Kaw
Dale Hixson Yam
B MAIN
Rich Densmore Kaw
Ed Brasmer Kaw
C MAIN
Mike Manning Bul
D MAIN
Bill McVey Hon
200cc TROPHY DASH
Gary Kapus Kaw
A MAIN
Gary Kapus Kaw
Dick Anderson Bul
Pete Boden Bul
B MAIN
Gary Milne Hon
Joel McNelly Bul
C MAIN
Bernie Wheeler Yam
D MAIN
Larry Butterfield Kaw
250cc TROPHY DASH
Ed Herrmann Bul
A MAIN
Ed Herrmann Bul
Chuck Joyner Bul
Gary Kapus Kaw
B MAIN
Squire Tomasie Bul
Fred Seegel Yam
C MAIN
Ervin Sverdrup Mon
D MAIN
Jeff Yaw Yam
360 TROPHY DASH
Ed Herrmann Bul
A MAIN
Ed Herrmann Bul
Bob Wright C-Z
Ike Reed Suz
B MAIN
Sig Christiansen Kaw
Ervin Sverdrup Mon
C MAIN
Chuck Joyner Bul
OPEN TROPHY DASH
Bob Fuller Tri
A MAIN
H. Schnitzer Tri
Mark Baker Tri
Neal Hulet Hon
OPEN CLASS B MAIN
Jim Grace BSA
Steve Sullivan BSA

SAN DIEGO INTER-AM
Carlsbad, Calif.
Dec. 7, 1969
By Maureen Lee

INTERNATIONAL CLASS
Bengt Aberg Hus
Torsten Hallman Hus
Dave Bickers C-Z
Vic Allan Gre
Andy Roberton AJS
Hakan Andersson Hus
Jim Wilson Gre
Terry Challindor A-E
Tim Hart Mon
Gary Bailey Gre
Mark Blackwell C-Z
John Kenyon C-Z
125 SPORTSMAN
Bryar Holcomb Pen
Gene Cannady Sac
G. Lund Sac
G. Jones Yam
E. Crippa Sac
R. Benites Pen
J. Beauchamp Sac
R. Rakisits Yam
250 SPORTSMAN
B. Clements Hus
G. Etheridge C-Z
L. Nolen C-Z
B. Baron C-Z
G. Schweers Bul
L. Burns Hus
G. Cannady Gre
J. Dawson Yam
500 SPORTSMAN
P. DeBenedetti Mai
B. Torbett Hus
R. Bunn C-Z
C. Cotton A-E
M. Cram Bul
R. Fry Hus
V. Hannan C-Z
K. Renick C-Z
W. Burrell Bul
D. Taylor A-E

AMA MOTO CROSS
Bay Mare, Calif.
Dec. 7, 1969
By Mike Pearlman

0-125 NOV.
Steve Armstrong Yam
Jay Ferris Yam
Al Egizi Yam
Thomas Redfern Yam
Chuck Berry Sac
0-125 AM./EX.
L. Shoemaker Yam
B. Ewing, Jr. Sac
D.S. Martin Yam
Mike Bast Sac
Dave Garber Sac
126-250 NOV.
Bob Getty Gre
Fred Herbert Hus
Doug Grant Suz
John Pauich Yam
Charlie Powell Hus
126-250 AM./EX.
L. Shoemaker Yam
John Maynard Ric
Rich Hall Yam
Dick Camp Bul
Gary Cole Mai
251-OPEN NOV.
Bill Payne Mai
Dave Smead Hus
J. Briedenbach C-Z
Chick Hecker Mai
Bob Underwood Mai
251-OPEN AM./EX.
Joe Veillon Mai
Bob Steffan, Jr. Mai
Lynn Cole Mai
Mike Chamberlain Mai
Bob Maynard Mai

MOTOCROSS
Dover, Oregon
Nov. 30, 1969
By Carole Weigant

BEGINNERS CLASS
Rod Weiby Bul
Kelvin Amen Yam
100cc CLASS
Albert Matson Kaw
Stan Morin Hon
125cc CLASS
Stu Osborne Mai
George McNelly Yam
Richard Buckley Yam
Gary Schultz Yam
Ron Wagner Yam
250cc CLASS
Harold Storm Hus
E. Burkinshaw C-Z
Stan Gaunt Kaw
Steve Brose Mai
Tom Jetty C-Z
Steve Hart Yam
360cc CLASS
Tom Ambrose C-Z
Larry Mascotte C-Z
OPEN CLASS
Bob Weigant Tri
Mike Boone Tri

INDOOR SHORT TRACK
San Jose, Calif.
Nov. 29, 1969
HEAT 1
Russ Powell Bul
Wheeler Gresham Suz
Don Castro Tri
HEAT 2
Butch Corder Tri
Mark Brelsford H-D
Allen Kenyon Bul
HEAT 3
Nick Theroux Hon
George Carter Yam
Terry Sage Bul
HEAT 4
Chal DeCecco Tri
Jim Rodaer Yam
Greg Hodges Suz
SEMI 1
Butch Corder Tri
Mark Brelsford H-D
Don Castro Tri
Kriss Bakke Bul
SEMI 2
Nick Theroux Hon
Chal DeCecco Tri
Terry Sage Bul
Jay Kanemoto Bul
TROPHY DASH
Russ Powell Bul
Chal DeCecco Tri
Mark Brelsford DNF
Nick Theroux DNF
CONSOLATION RACE
Joe Soto Bul
Karl Triesh Bul
MAIN EVENT
Mark Brelsford H-D
Butch Corder Tri
Nick Theroux Hon
Chal DeCecco Tri
Kriss Bakke Bul

TROJAN SPEEDWAY
South Gate, Calif.
Dec. 5, 1969
By Dennis Greene
T.T.
100cc
Bob Sanders Kaw
Bill Dobbs Kaw
Bob Brooks Kaw
Joe Monohan Yam
Kirk Redding Kaw
125cc
Jim Raymond Yam
Danny Corbett Yam
Gregg Evans Yam
Ralph MulHolland Yam
Jeff Smith Yam
250cc
Jim Raymond Mon
Irwin Moon Bul
Chris Smith Yam
John Killman Yam
Phil Moon Bul
FLAT TRACK
100cc
Bob Sanders Kaw
Mike Lund Hon
Ron Williams Hon
Kirk Redding Kaw
Mark Revels Kaw
125cc
Jim Raymond Yam
Scott Autrey Yam
Danny Corbett Yam
Gregg Evans Yam
Ralph MulHolland Yam
250cc
Jim Raymond Mon
Irwin Moon Bul
Larry Moon Bul
Chris Smith Yam
Danny Palmerer Yam

SCRAMBLES
KNOBY M.C.
La Grange, Calif.
Nov. 30, 1969

100 NOVICE
Dennis Kniekiem Kaw
Chas. Goodrich M-B
200 NOVICE
Marvin Helzer Sac
Phil Anderson Oss
250 NOVICE
Leon Guzlow Bul
Scott Vendley Yam
D. Montgomery Yam
100 AM./EX.
Cliff Aksland Sac
Jeff Davidson H-D
200-250 AMATEUR
Bill Hines Kaw
Jim Vendley Kaw
Jim Adams –
250 EXPERT
John Green Kaw
Stan Anderson Bul
Ken Roberts Suz
500 NOVICE
George Graham Bul
Alex Fierros Mon
650 NOVICE
W. Davidson BSA
500-650 AM./EX.
Ray Huff BSA
John Green Mon
Jorgy Jorgensen BSA

EUROPEAN SCRAMBLES
Apple Valley, Calif.
Dec. 7, 1969

100cc
Frank Wilsford Sr. Hod
Brad Bridges Suz
Frank Wilsford Jr. Hod
Jim Harwood Hod
L. Pfutzenreuter Bul
Rick Tieszen Hod
Glen Bowen Kaw
Troy Hollis Hod
Knoll Barber Hod
Steve Garl Hod
Ed Cook Hod
Bob Porter Hod
Fred Helm Sac
Jeff Thorpe Hod
J. Sgymanski Hod
Darrell Janson Sac
Dave Walden Hod
Allen Wilson Kaw
Jim Vissering Suz
Speed Coseboon Hod
125cc
Brien Breker Yam
B. Wallingsford Yam
Bruce Olafson Yam
John DeWindt Yam
Jack Waddell Yam
Bob Dunlavy Yam
Steve Dunlavy Yam
Jim Belding Yam
250cc
Dick Breker Bul
Bruce Belden Yam
Gary Cochell Bul
Bob Brownell Yam
John Clifton Bul
David Frazier Yam
Mike Faulkner Yam
Ralph Parker Yam
Dave Pooley Yam
John Collins Suz
Bob Malmstrom Yam
James Myers C-Z
Mike Beavers Bul

TT SCRAMBLES
Perris, Calif.
Dec. 6, 1969
By Elaine Jones
100cc NOV.
Marty Davis Kaw
Jim Howerton Kaw
Larry Cook Yam
Bruce Prior H-D
100cc AM./EX.
Gary Scott Kaw
Bob Sanders Kaw
Sal Peluso Hod
125cc NOV.
Davey Davis Bul
Jon Mudd Yam
David Burnett Bul
Greg White Yam
125cc AM./EX.
Hank Scott Yam
Richard Sanders Bul
Paul Lambert Yam
Gary Scott Bul
250cc NOV.
Steve Mudd Suz
Bob Greenstreet Bul
Chuck Davis Suz
250cc AM./EX.
Gary Scott Suz
Carl Byers Yam
Dennis Creason Bul
Sal Peluso Yam
NOV. MOTO
Bob Greenstreet Bul
Walter Hanson H-D
Richard Sanders Bul
AM./EX. MOTO
David Aldana Oss
Andy Skeel H-D
Bob Rudd Hon
Jim McClurg Yam
TEAM RACING
100cc
Jim Howerton Kaw
Marty Davis Kaw
125cc
Jon Mudd Yam
Davey Davis Bul
250cc
B. Frauenberger –
BIG BIKE
Andy Skeel H-D
B. Frauenberger –

MOTOCROSS
Altamont, Calif.
Nov. 28, 1969
By Beverly DeLaRosa

125 JR.
Bill Schaffer Yam
Clark Vince Hod
Howard Hensdry Pen
125 SR.
Rorry Muscatell A-E
Scott Brelsford Bul
John Genna MB
250 JR.
Gary Nauman C-Z

STATE CHAMPIONSHIP T.T.
Gardena, Calif.
Dec. 7, 1969
Dusty Coppage Tri
Jim Rice BSA
Eddie Mulder Tri
Mark Brelsford H-D
S. Van Leeuwen Tri
Jack Simmons Nor
Ralph White Tri
D. Christopher Tri
Bill Manley Tri
Lloyd Houchins Tri
Eddie Wirth BSA
Dallas Baker BSA
Bob Bailey Tri
Mert Lawwill H-D
Dan Haaby BSA
10 LAP
AMATEUR FINAL
Dave Aldana BSA
Keith Mashburn Tri
Bob Ferro Tri
Terry Dorsch Tri
Don Dudek Tri
F. Gillispie Tri
Dick Mills Tri
Steve Bast Tri
Dick Fox Tri
Jim West Tri
8 LAP
NOVICE FINAL
Jim Raymond Mon
Tod Sloane Bul
John Hateley Mon
Ted Longwith Oss
Ron Byrd Bul
G. Grouleff Bul
Karl Triest Bul
Randy Ellis Bul
Dick Allen Yam
Willie Hockie Oss

CRATER RUN
Zillah, Washington
Nov. 23, 1969
By Jim Rathjen

POWDER PUFF
Chris Meyers Yam
Dixie Lockhart Yam
Tammy Sessions Oss
Francis Whitley Yam
14 & UNDER
Curt Brewer Yam
Steve Woodworth Yam
John Paine Hon
Dan Brown Bul
Gary Arrington Hod
125cc CLASS
Bob Burns Mai
Stan Toland Sac
Gary Harriman Yam
Dick Beightol Yam
Geo. McNelley Yam
200cc CLASS
Dave Friestman Bul
Jim Smith Hon
Jim Saddler Yam
Mel Bishop Yam
Dwight Jaeger Yam
250cc CLASS
Dwayne Beard Gre
Scott Madison Hus
Walt Studer Kaw
Rick Poulin Mai
Roy Burke Gre
450cc CLASS
Bill Stuth
1st overall Hus
Ken Habeck Hus
Jon Sweat Hus
Joe Goodfellow Mai
Jerry Beard Gre
OPEN CLASS
Mel McKerlie BSA
Tyke Gunlach Tri
Dick Fish Tri
Dan Fuller Tri
Joe Dahners BSA
Ed Chilbert Hus
250 SR.
Dennis Huff Yam
Matt Ralkner C-Z
Bill Trumball Yam
OPEN JR.
Robby Morrow Hus
Dick McCanely Mai
Barry Cragun Hus
OPEN SR.
Bob Bowers Hus
Jim Foley Bul
Dennis Huff Yam

SATURDAY NIGHT
SCRAMBLES
Elsinore, Calif.
Nov 29, 1969

POWDER PUFFS
M. Grigg Yam
K. Bochart Hod
100 NOVICE NOVICE
M. Wilcock Suz
R. Steffler Hod
100 NOVICE
S. Hyder Hod
J. Coleman Kaw
M. McGarvey Hon
125 NOVICE
S. Hyder Yam
S. Tinsley Yam
125 & UP NOV. NOV.
D. Collins Suz
R. Pitts Kaw
B. Diffenback Yam
250 NOVICE
T. Kaiser Bul
M. Hogoski Oss
D. Hannon Bul
350 NOVICE
A. Ridderhoff Bul
T. Dell BSA
500-OPEN NOVICE
L. Bochkay Hon
S. Robertson BSA
100 EXPERT
S. Sivadge Kaw
S. Willoughby Kaw
125 EXPERT
V. Hannon Kaw
V. Stebber Yam
500 EXPERT
D. Lenar BSA
M. Hannon Bul
250 EXPERT
T. Longwith Oss
R. Ellis Bul
B. Hardison Kaw
SWEEPSTAKES
T. Longwith Oss

AMERICAN MOTOCROSS TEAM
DONORS As of November 24, 1969

Agazzi, Dave, California
Caplin, Ken, New York
Collins, James G., New York
Collins, Robert J. Jr., Ohio
D'Aquin, Jean – Jacques, Ariz
Dolly, Tim P., California
Ferguson, Roy, Florida
Hobbs, Tony Jr., Indiana
Hopple, Robert E., Penn.
Jones, James S., California
Kemp, Neil, New York
Krager, Mike, California
Mack, Tom, California
Manning, Mike, California
Marks, Linton, New Jersey
Matos, Carlos, New York
McCamley, Joseph Jr. V.P., Pa.
Neneman, George, Nebraska
Parker, Charles W., Nevada
Range, Dave, Nebraska
Ribble, Cindy & Kay, Colorado
Riker, David R., Nevada
Russo, Leonard, Illinois
Sheehy, Robert E., California
Van Denburg, Bill, New York
West, Bill, Ohio

1 – 33 – 1 – 33 – 1 – 33 – 1 – 33 – 1
ASCOT MOTOCROSS
RIDERS SCHOOL
conducted by
GARY BAILEY
Dec. 27 7:30 a.m.
33 – 1 – 33
1 – 33 – 1 – 33 – 1 – 33 – 1 – 33 – 1

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cycle products WEST
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(213) 477-0997

(Continued from Page 5)

Crossing the coldest the coldest water you ever tasted.

petition jeepers, "Why didn't you tell us that there was a road over the top?"

And one of the two jeepers replied, "There's a four or five foot drop so you couldn't do it on a motorcycle."

So we went up to see how hard was hard to the four-wheelers and it turned out to be about as steep as the jumps at the local race tracks.

That still didn't do anything for us because half a dozen Jeeps were in our way parked in the middle of the road and the drivers and passengers were out taking moving pictures of the scenery.

Since we couldn't get by we gave up and turned around and headed back for camp.

On the way back we were going pretty good when I happened to notice the coil bracket screw was busted on the mini and so for the next couple of hours we worked on repairs. We found a bolt on the Lobito's fender brace that worked just fine.

After a while I was beginning to wonder how did I get through these rough spots. I could imagine the Old Man on the Lobito but not me on the little-wheeled mini!

We got back all safe and sound after a hard day's ride.

About four in the afternoon a couple of Yamaha riders rode into camp for a drink of water and both of them were complaining how rough it was, so I asked one of them what would you think of a person doing that trip on a minibike and he said, "You'd haveta be crazy to try!"

The next morning there was half a dozen dune buggies headed for Rubicon Springs.

I wanted to see how far they would get so the first thing they did was get stuck in a mud hole so a few of the passengers got out to take pictures of the mired dune buggies and to try to get the dune buggies out of the ooze.

I got tired of watching these clowns after a while so I went back to camp for something to eat.

Half an hour later I went to see if the dune buggies were out of the mud and into the Lower Sluce Box, but when I got to the Sluce Box all I could see was nothing but I could hear engines behind me. And I didn't pass anybody on the way to the rock pile. I haven't figured that one out yet.

The dune buggies get around really poor where the going gets rough, even worse than Jeeps (which is really bad). The reason the dune buggies don't get around so good is because their wheels are too wide and they're geared too high.

Dune buggies are great for doing what they are made for and that is running the sandy dunes but they sure get around terrible where the going gets rough and rocky.

But since I was at the Sluce Box again I thought I might as well give it another try, so I did it again all by myself.

When I got back to camp the truck was almost loaded and it was time to start for home.

(Continued from Page 9)

the Korean war came on strong and the Powell Engineering plant converted to weapons production.

"The scooter market was dying anyway," Channing Powell reminisced recently. "There weren't enough motorbikes on the streets for people to watch out for them."

From 1954 to 1957 the brothers turned out "Powell Power Wagons", pickup trucks for sportsmen based on 1947-48 Plymouth chassis. They sold for an incredibly low price and you still see them in use by surveyors and fishermen.

In 1963 the two-wheeler fascination revived in the brothers' minds and Channing sketched an advanced type of off-road scooter. Prototypes were made and tested and the design evolved into the modern Powell minibike. Until recently, sales were handled entirely out of their South Gate, Calif. factory.

Then the machine scored five firsts and a second place in the hotly-contested Saddleback Park minibike races, ridden by 19-year-old Alan Powell, heir of the family genius for things mechanical, and demand for the new Powell minibike skyrocketed. Now the firm is looking for good dealers to retail their product.

The Powell is simple, almost crude in appearance, but close inspection reveals a number of brilliant mechanical expedients that owners will appreciate. Eight-inch wheels mount 4.5 inch knobby tires, giving an overall wheel diameter of 17 inches – just about the biggest in the minibike category. Rough riders appreciate larger diameter wheels, which don't find their way as easily into rabbit holes.

A spring damped rear swing arm gives remarkably good traction and a pleasant ride on the roughest terrain. The countershaft sprocket is concentric with the swing arm pivot, so the chain never changes tension (an idea we wish more motorcycle designers would copy). The front forks are spring-loaded telescopics with plenty of travel and progressive damping so they're hard to bottom. Only the rear brake, while ingenious, seems to bear the mark of Walt Disney's favorite rodent. But for a machine that tops out at 22 mph, it is adequate.

The comparatively heavy machine breaks down into four pieces by the simple act of removing two giant wing nuts. One allows the seat to be taken off, and the other holds the handlebars and forks together on the steering head. The main frame section weighs only 80 lbs. so it can be easily lifted into a car trunk or airplane luggage compartment. Reassembly is a simple task for anyone with two hands.

Probably the most ingenious device invented by the Powells is the quick release rack-and-pinion 1/4-turn throttle. It not only gives a straight pull on the throttle cable, but yank a spring-loaded pin on the throttle housing and the cable slips out, allowing the handlebars to be easily separated from the engine section. Reconnecting is just as easy.

Riding the Powell proved to us Alan Powell's contention that he beat the other minis at Saddleback "because my bike just handled better." Balance is perfect enough to ride hands-off for any distance. The four-stroke, string-starter engine performs satisfactorily and the Powell-built variable pulley drive is quite positive throughout its range. A jockey shift lever locks the drive in lowest gear for heavy trailing or easy free-wheeling with the engine off.

Wheelies, skids and tricky trials maneuvering are all easy with the Powell, and it makes a fair-to-middling street scooter with the lights and legal equipment installed. It is large enough for an adult to ride comfortably.

At a retail price of $199.50, ($215 with lights), the Powell minibike is going to make a lot of kids in the current newsboy generation envious or happy, depending on whether their parents let them get one. But even if Santa is kind to the good little boys and girls, they'll still have a hard time getting it away from mom and dad. Powell's address is 5903 E. Firestone Blvd., South Gate, Calif.

LOWEST PRICED MINI

It seems almost incredible, but now you can buy a ready-to-run motorized minibike, with some features of bikes costing more than twice as much, for less than $120.

Scout Minibike

It comes complete with a 2-1/2 horsepower 4-cycle engine and has such features as baked enamel finish, foot brake, one-inch double-loop frame of high yield steel, foam filled saddle, knobby 4.10x14 tires and a full motor plate.

List price is $119.95, yet the Scout is backed by a full year frame warranty and an engine warranty.

The Scout Minibike Company explains that they are able to produce the new Scout at this low price because of special high-production design and manufacturing.

For further information write Scout Minibike Company, P.O. Box 2204, South San Francisco, California.

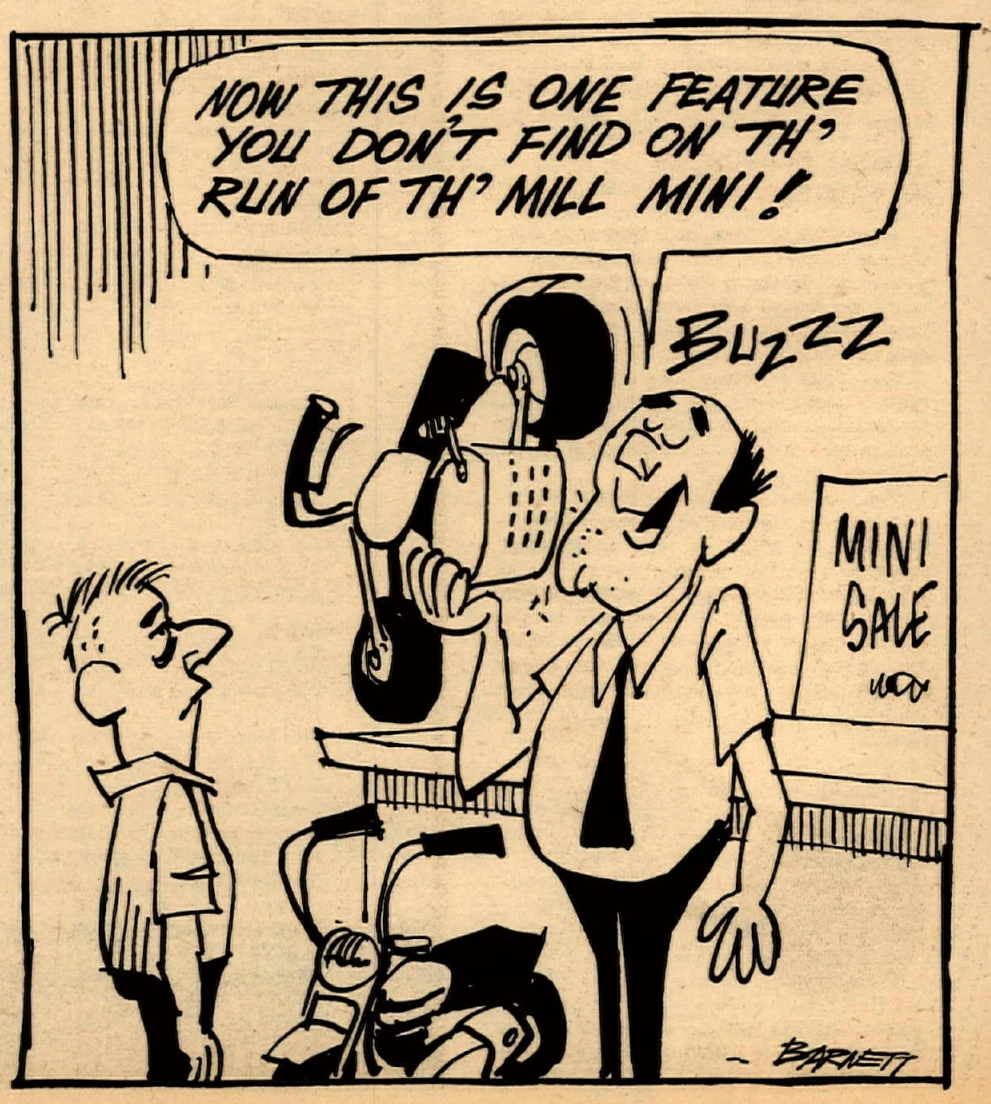
Bart Anthony Dove, alias "Dahooner," does his specialty, taking on the Elsinore (Calif.) Raceway competition in a wheelie contest. Photo by Manuel A. Burton.

BIG BIKE POWER MINI

Outdigs the big ones!

This hot mini with a 5-speed 100cc Hodaka engine accelerates from 0 to 50 faster than most heavyweights that cost $1000 more! ■ You get this blistering performance in a half-size, half-weight, half-cost motorcycle that takes you almost anywhere and fits into most car trunks. ■ 8 models, starting at $69.95. ■ Send 25¢ for brochure or $1 for packet on entire line. ■ Dept. CN 1775 S. First Street, San Jose, Calif. 95112. *The HOT BIKE*

BONANZA



NIXON DIGS 'EM

It's news when the AMA 1967 and 1968 National Champion says: "It's the first minibike I've ridden that feels and handles like a motorcycle."

That's what AMA Champion Gary Nixon says about Bonanza's new model BC1500SH.

Of course it is really the first compact motorcycle to be built in the United States. And the reason it handles like a motorcycle can be credited to the fact that Bonanza took advice from experts like Gary and the road test editors of motorcycle magazines.

They had suggested, "Why don't you build it so it doesn't have that quick steering action, that squirreliness?" So Bonanza added more rake and trail.

Gary was quick to notice the new round profile tires that make the bike handle better. He commented on the much deeper fork travel – more like a motorcycle's – and the double-rate rear spring to handle extra big bumps.

It looks like a motorcycle, too. The new front mounted gas tank helps a lot. And so do the adjustable folding handlebars.

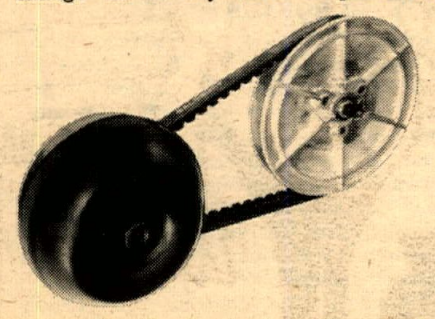
But while it now looks and handles like a motorcycle, it is more portable, thanks to the folding handlebars. It fits most car trunks and one man can load it in one minute. The new sealing gas tank cap prevents leaking when it's on its side.

The big 100cc 5-speed Hodaka engine is optional. Price is a little over $300.

"MINI-VERTER" AUTOMATIC TORQUE CONVERTER INTRODUCED

A new, small size, belt type automatic torque converter has just been introduced by Salsbury Corporation. Designated the Model 330 "Mini-Verter", this new transmission extends the present line of converters from 45 h.p. down to 3 h.p. This reduced size unit was designed specifically for light horsepower applications such as mini-bikes and other lightweight sports and industrial applications.

The Model 330 Mini-Verter incorporates the Salsbury torque-sensitive principle in which a cam actuator is employed. Drive engagement in low is 2.5:1. The driveR pulleys automatically "shift into high" in response to the driving engine's increase in speed while the drive pulleys follow the speed change as in any variable pitch belt



drive. In the torque-sensitive design, however, a cam actuator mechanism also permits the movable sheave on the drive pulleys to respond to increased torque demands by downshifting without loss of engine r.p.m. In this way, the engine operates at peak power. This same principle is employed on large Salsbury converters used in snowmobiles and all-terrain vehicles where acceleration/deceleration problems are amplified by difficult operating conditions.

For more information on Model 330 Mini-Verters, contact Salsbury Corporation, 1010 E. 62nd Street, Los Angeles, California 90001, and say you saw it in Cycle News.

GOOD VISIBILITY AND WARM EARS

A new idea in safety gear for the hunter, snowmobile driver, or motorcycling sportsman is the Bell Outdoorsman, a high quality safety helmet, finished in brilliant international orange for maximum visibility.

The Outdoorsman features an extra strong yoke harness that allows the wearer unrestricted hearing. Nylon fur earmuffs, that snap to the helmet shell, fold down for ear warmth.

Fully approved for street or trail use by the Snell Foundation and Safety Helmet Council of America, the Outdoorsman is available in individual sizes from 6-1/2

to 7-3/4. It is priced at $19.90, complete with visor and one year guarantee.

See the Bell Outdoorsman at your local sporting goods dealer.

CN photographer Johnny Ramos used this Powell minibike with sidecar and umbrella to cover the 1969 Salinas Scrambles. Bike is neatly chromed.

Dealer & Services Directory

RATES: $75 per year (50 issues) for each single business listing, payable in advance.

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Legislative Notebook

OFF-ROAD REGISTRATION: ONE ANSWER TO M/C THEFT (Part II)

By Barbara Adams Dahms

Although automobile theft is still with us it has lessened percentagewise and more automobiles are recovered and returned to their owners. However, an automobile is harder to steal than a motorcycle. Autos generally have to be driven away and manufacturers have done several things to make it harder to drive away a car that is not one's own. The demand for illegal parts for autos is considerably less than for motorcycles since the majority of general automobile repair is done by established shops which cannot risk dealing in "hot" parts.

It is often charged that law enforcement is more concerned with recovering stolen autos than with theft prevention. The charge may be true and if it is partly because recovery is simply more possible. All automobiles have to be registered. The only exception at off-road dune buggies and their popularity has caused an increase in unsolved auto thefts.

There is little hope of solving the motorcycle theft problem as long as that huge wastebasket called off-road vehicles exists. As long as your bike can disappear forever into the dirt, never to encounter a license plate again there will be motivation for theft.

For sometime now there has been discussion of national off-road vehicle registration. Of course there is opposition to the idea. We pay enough taxes now and motorcycle registration is disproportionately high. But there is much benefit to be gained from the registration of all vehicles on and off-road provided it is accomplished in a logical manner.

Registration must be accompanied by an inspection to see that the machine matches the registration and that numbers have not been altered. Registration should continue for a specified number of years or until the vehicle is out of use entirely at which time there should be some method of voiding the pink slip for use in registering an entire machine.

The number of the motorcycle should be clear, easily read and repeated many more times on many more parts. The front fork, the frame, the crankcase, the sprocket, the gas tank, even the wheels should bear the number of the machine. They just might be etched on a special sort of surface like an erase-proof check which would make changes immediately obvious.

I realize that this would hinder the game of musical motorcycle parts and the customizers won't like it much. They are hassled enough by existing laws. But this hassle would make it harder to make your stolen bike anonymous. It would be possible to leave the original numbers and add new numbers when parts are legitimately changed. That might make it a little crowded sometimes but it would make the pedigree of the part more instantly obvious.

The manufacturers can get into the act too to make the machines harder to steal. In addition to ignition and fork locks there might be wheel locks, gear locks or a burglar alarm which rings when anyone tried to move the machine.

Motorcycle theft is a serious problem to all motorcycle owners, one that deserves serious efforts to alleviate it.

Scramblin' Around

By Maureen Lee

In last week's issue of Cycle News there is a re-print of a guest editorial by R.L. Sprayberry on youngsters racing bikes. It suggests some excellent rules that could solve the whole problem of the under-sixteen year olds riding and make the AMA less twitchy about the whole subject.

Mr. Sprayberry is well aware of what the problem is and has been for a long time (the article was written in 1967) because his son David rode at an early age and became one of the "Bakersfield Bombs" who could come down and clean up at our tracks. And you didn't see Dave on a bike that wasn't suitable for him.

So, we're going to ask again, please let District 37's Congressman Bill Adams know your views on this. If all we do is complain to one another about how unfair it is and how we'd like to blow up Worthington or something, that won't do the least bit of good. It's opinions expressed where it counts that count.

Here's another little thing you might think about. When an out-of-District rider visits one of our runs, be it a desert event or a scramble and has a riding card from his District, he is allowed to ride without having to sign up for a District 37 riding card. This, we agree, is a nice courtesy. However, some riders have been doing a little thinking and some inquiring as to the paying of points to the visitors and find out that they get paid District 37 points according to where they finish. You'll have to agree that they probably couldn't care less about the points, they don't help their record in their District at all but a trophy is always nice to go home with. So we'll take a mythical District 37 rider called Herman Hotshoe. Herman is leading in points in the lightweight division and his closest competition is breathing down his neck, and maybe rides the 125 class most of the time. One Sunday a truck full of chaps from San Diego or Bakersfield come along and enter the 250 class and poor old Herman cna't do better than third or fourth. His rival wins the 125 class and gets more points than Herman, and maybe overtakes him pointwise.

The suggestion is that District 37 points (not trophies, they go to who earns them) be paid only to District card holders, not to visitors or guys with a pie-plate. Sound fair? That way Herman would have received first place points as he was the first District rider to finish. But the whole time we're writing this a little gremlin is whispering in my ear, "Yeah, but if he couldn't beat the out-of-town boys, tough!"

Russ Darnell's comments on motocross last week bear reading through at least twice and then digested thoroughly if you're thinking of maybe taking on the Europeans some day. Some of Russ's statements might hit pretty hard but everything he says is true. We've come a long way from the dismal days when Torsten Hallman first appeared and shook the colonies up but good, but there's much work to be done yet. Still, if you get too depressed and think this country will never have a world champion motocross rider or build a scrambles machine capable of winning true motocross and the International Grand Prixs, just remember, Americans have walked on the moon so nothing is impossible.

Now Westlake is over, two riders we sadly missed on the track were Ronnie Nelson and Canada's Bryan Shannon. They were making the rounds of the course both on crutches, Ron with his broken leg and Bryan with a big flat foot caused by a tweak. Some guys will do anything to gain attention. Get better soon, friends!

GET HIM OR HER A DAY OF FUN FOR CHRISTMAS

With the announcement of advance sale tickets now available through 151 Mutual Ticket Agency Offices for the December 27th & 28th Los Angeles International Motocross race at Ascot Park in Gardena, a novel and ideal Christmas gift can now be purchased with minimum effort by the busy shopper.

Have you been wondering what to get Aunt Harriet or Uncle John or Niece Robin? Why not introduce them to the thrilling sport of motocross racing by presenting them with a couple of ducats which they can exchange for a entire day of fun and enjoyment?

There's a Mutual Ticket Agency in your area, or you can call: So. Cal. Music Store located at 637 So. Hill St., Los Angeles, MAdison 7-1248.

HOPE TO NORTON — AJS

Norton Villiers Corporation announces the appointment of Mr. J.H.J. Hope as Vice President/General Manager, Western Division. He'll take office December 15th.

Mr. Hope will be located at the Corporation offices at 6765 Paramount Blvd., Long Beach, Calif. and will have general responsibility for developing sales of Norton and AJS motorcycles in the seven western states of the USA.

Mr. William Colquhoun will remain Executive Vice President but will spend a greater proportion of his time at the factory in England.

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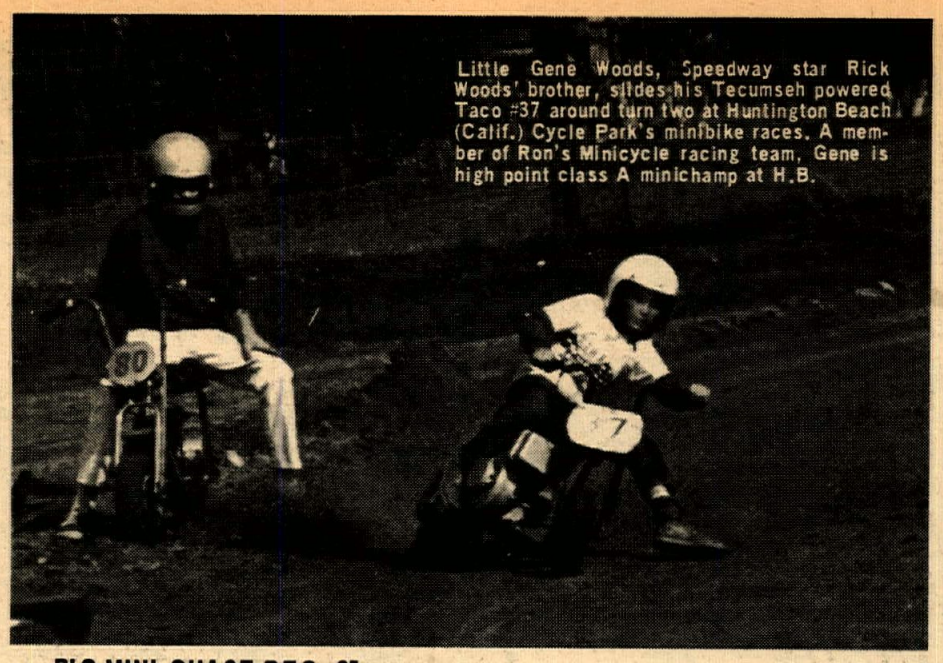
The Barstow to Vegas bash this year was just too much. Whew! Over 1500 sleds blasting off at the first sight of the smoke bomb! And our man in the desert, Gene Cannady, was away with the best of 'em and confident of victory.

At the first check, he was smiling. At the second check, he was grinning. Same story at the third check. It was only after he left the last check that he began to have serious misgivings.

The flat tire was definitely not going to help his chances. Gene started frowning. But he gritted his teeth and turned the wick up even higher. That's probably why the tire fell off.

About then the scowl appeared. But Gene didn't really have to worry. The power and handling of his Sachs had enabled him to pile up such a huge lead that he still won his class. Needless to say, he finished with a happy face.



Little Gene Woods, Speedway star Rick Woods' brother, slides his Tecumseh powered Taco #37 around turn two at Huntington Beach (Calif.) Cycle Park's minibike races. A member of Ron's Minicycle racing team, Gene is high point class A minichamp at H.B.

Remember he Honda minitrail? And who could forget Penny Knudsen in this famous photo by John Ramos?

BIG MINI CHASE DEC. 21

If by now you're wonnering what's this minibike movement all about, you've a chance to check it out for yourself Dec. 21 when the Southern Cal. Minibike & Kart Assn. presents its "National Championship Minibike Scrambles" at Saddleback Park in Orange, Calif.

Signup runs from 8 to 9:45 a.m. and there are classes for ages from 6 to 14 and over, and engines of from one to 7 horsepower and over. There'll be free entries for out of state riders and a free engine awarded to the riders from farthest away. Pre-entries ($4) must be notarized if the rider is under 21 years of age, and you can find all about it from S.C.M.K.A., Box 1455, Huntington Beach, Calif. (714) 842-6083.

Aldana And Team Racing Liven Up Perris

By Elaine Jones

PERRIS, CALIF. Dec. 6, 1969 – The whole racing program at Perris, Calif. was overhaul ed this week to add a new attraction, team racing.

The regular race was a ten lap, winner-take-all.

Marty Davis and Jim Howerton leaped out on top in the 100cc Novice Class and tied down first and second early. Mark Revels was in there for a while, but something went wrong and he pulled off early.

Gary Scott picked up his first win of the night in the 100cc Amateur-Expert Class. Hard riding Bob Sanders gave him a good run and made Gary fight for every foot of his lead. Sal Peluso, a new face got up to take third.

Dave Davis grabbed himself a good lead in the 125cc Novice Class and never gave it up. Jon Mudd, David Burnett, and Greg White followed him home.

Hank Scott beat his brother Gary in the 125cc Amateur-Expert Class. Gary was doing fine until he had a mechanical problem, and Richard Sanders and Paul Lambert went on by. Gary got things perkin' again, but it was too late.

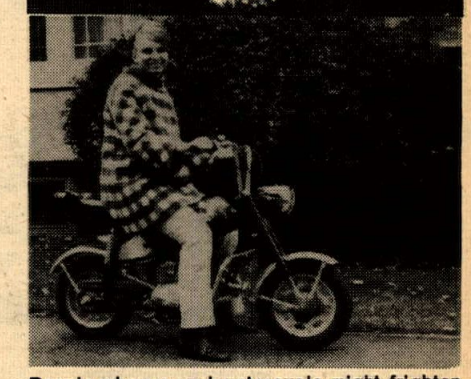
Steve Mudd finally broke Bob Greenstreet's hold on the 250cc Novice Class. It was a down to the wire affair with Bob blowing it when he missed a shift coming down the back side. Jim Fishback and Chuck Davis were third and fourth.

Everything broke loose in the 250cc Amateur-Expert ranks when the riders saw David Aldana's number on the heat board. When a rider as renowned as Dave is riding, it brings the other riders way up and it sure did. Gary Scott was looking to make up for the fourth place in the 125cc Class. Dave, Gary, and Carl Byers were like Siamese Triplets. Something had to give and that something was David. Gary carried on from there, and took his second victory for the night. These three guys were so close that Carl Byers who took second came through the pits with a thumb that looked like a piece of chopped liver. Dennis Creason, a Novice who promoted himself, did a fine job in such celebrated company and captured the third spot.

Bob Greenstreet was so far ahead of everyone in the Novice Moto that he was lapping the slower riders. Bruce Yoakam, second, was the only one who even got a little bit close. Walt Hansen and Richard Sanders were third and fourth.

Away we went again when David Aldana showed up on the line for the Open Moto. Andy Skeel wanted to get him in the worst way and did off the line, but it was short lived as Andy's Harley didn't have the power Dave's Ossa was putting out.

The team racing was a new idea with each class having it's own relay. Amateur and Experts were paired with Novices and a team was composed of two riders. (Results on page 17)



People whom a real motorcycle might frighten are easily attracted to minibikes, like this Cycle News employee, who recently learned to ride a Broncco.

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Saddleback Trials Falls To Davis' Mini

ORANGE, CAL. Nov. 30, 1969 – Proving that his mini-trialer is capable of tackling sections that were heretofore thought to 250 territory only, Gary Davis wrestled his modified Penton Trials to its first win in Master class competition at Saddleback on the 30th.

Although Gary and Jack Ward tied on points with 25, a check of the scorecards showed 15 cleans for Gary while Ward had two less for the 24 traps. Biggest point robber of the day was boulder strewn section 5, yet it was here that Davis had his greatest triumph. With four tries at this notorious bike breaker, Gary recorded 3 perfect rides, a really remarkable feat. Ward rode his Bultaco Sherpa T to the first clean in this section.

Expert class winner Ron O'Hare served notice that he will be a force to be reckoned with when he earns those 15 points to transfer to the Masters. Ron turned in another 25 mark total also and with 13 cleans tied with Ward for second best performance of the day. Even more remarkable was the fact that Ron was riding a Bultaco with a flat tire and bent shock.

Upcoming San Diego rider Mark Eggar turned in an outstanding Amateur performance, dropping only 1 point in 24 sections. Mark rides a Cotton and is only 15 years old.

San Diego also fielded the Ultra-light winner in Zundapp mounted Gordon Montgomery. There was a big gap between the lights and ultra-lights for Gordon lost 35 and still put down second place finisher Jim Harrow (Sachs) by five marks.

Top rider in the sub-14 bracket was Scott Riggs (Hodaka) who lost three points, seven less than Davy Carlson on a 125 Bultaco.

Story and Photos by G.L. Barton

Gary Davis did a Jack the Giant killer act with his Penton Trials bike. The 125 put down the 250s at the recent S.C.T.A. Trials at Saddleback Park. Davis broke a points tie with Jack Ward when Gary turned in one more clean section than Ward.

Gary Barton pokes the wheel of his Alta Suzuki over a steep ridge at Saddleback. The Suzuki is another lightweight capable of out pointing the larger machines. Can you remember when a good trials mount was a 500cc single?

Weather Right For Elsinore Night

NOV. 29 – At Elsinore, Calif. Saturday night the weather was just right for racing and the guys and girls loved it.

Mary Grigg took three first place motos for the win and Karen Bochart took two seconds and a third place moto for the second place. You really should see these girls get off the line!

The 100 Novice Novice class is beginning to look like Experts. Especially Mike Wilcock taking the first place honors on a Suzuki and Rod Steffler skidding to second on a Hodaka.

In the 500–Open Novice Larry Bochkay came in first on a Honda. He is doing real good even though he has been in the service.

The 100 Experts are good riders, but they also show sportsmanship. Scott Sivadge took first and afterwards he checked on the second place winner Steve Willoughby who had fallen, but he wasn't hurt.

The 250 Experts really were good. They all rode their hardest. T. Longwith's Ossa came in first over all, Randy Ellis took second on a Bultaco, and Bobby Hardison took a hard-earned third on a Kawasaki.

The Sweepstakes was won by the 250 Expert T. Longwith, as he took over first place on the last lap.

Elsinore is a lot of fun and a good place to learn racing. Why don't you get up a party and come some Saturday night? Bring scooters!

(Results on page 17)

KONI SHOCKS ON BAJA WINNERS AGAIN IN '69

At the start of the 832-mile Baja off-the-road race, both the winners of the Production two-wheel drive category and the winner of the Class VII Motorcycle category had their vehicles fitted with KONIs.

KONI shocks absorbers were fitted to 67 of the 1969 Baja entries. The choice of KONIs by expert-builders and competition drivers, plus the numerous first place class wins in 1968 and 1969 of vehicles equipped with KONI shocks, attest to the stamina and performance of these Dutch-made adjustable suspension units.

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Green Platers

By Elaine Jones

PERRIS, CAL. Nov. 23, 1969 – Hopefully everyone is recovered from a hectic two days of racing.

Bill Dobbs is probably on cloud nine since he took the 100cc Novice class at the point run for the second Sunday running.

Toby Stanford has to have one of the sharpest paint jobs around. It's a patriotic red, white and blue candy apple on a silver metal flake background. His helmet even matches. "Gormo", a custom painter from Riverside, is the man that did the job.

Dan Johnson blew his chances to pick up some points Sunday in a freak accident during practice. The way he tells it he found a hole in the road and got a shot in the chest from his handlebars which knocked the wind out of him. At this point he lost control and layed her down adding insult to injury by messing up his shoulder. Dan was more disgusted with himself than hurt so he limped around the rest of the day and cheered brother Craig.

Another rider in the sick bay is Les Leslie who took a real bad one on the back side and is in Orange County Hospital. At this writing the doctors are just keeping an eye on him. All the riders join me in wishing you a speedy recovery.

The Powder Puff Association is looking for some more members so any of you gals out there who have the urge to give racing a try this group is for you. Eulene Long is the gal to get in touch with. Her address is 4081 Corona Ave., Norco, California 91760.

Bob Kline showed up on another bike and this one is an Ossa. When he makes a decision as to what he wants to ride it's for sure it will be from practical experience.

Owe an apology to Hugh Tidball, the new boss man in the service department at Yamaha of Montclair. I misunderstood his last name and called him Tidwall.

We had a celebrity in our midst Sunday. Don Alfred the oldest man in the AMA was out with his 20 year old 125cc BSA. No one knew his age for sure except that it was somewhere in the sixty range. He's living proof that you're only as old as you feel. The story that is told about Don is that he was told by a doctor when he was 45 that he only had a few months to live. Since he had always wanted to try bike racing he figured "why not" and here he is far outliving those few months.

There may be a way to change the newest AMA ruling that doesn't allow kids under sixteen to ride events where speed is a factor. We can try to bring a reversal of the rule by petition. Address your letters with your objections to Bill Adams, 814 Cobb Ave., Placentia, California.

Editor's note: See AMA Referee Earl Flanders' petition suggestions in the Voices of the West page in this issue.

PERRIS, CALIF. Nov. 29 – I write this with a bottle of Murine in one hand and a feeling that I'm still carrying half of Perris' top soil on the bod. Now for sure I know you guys have an addiction to racing. Anybody who would stay out in that wind is not playing with a full deck.

Keith Miller and Mark Revels are two young Novices who bear watching because they are really turning on in the 100cc Novice Class. Both riders are tough competitors. Tim Beason is another one to add to the list. Tim rode the Amateur-Expert Class to see how he would do with the more experienced riders and although he didn't place he got some valuable experience and I salute him for trying to advance himself and not being content to sit back and become a "professional Novice."

Dennis Creason is another rider who felt it wasn't fair to stick to the Novice ranks and promoted himself to the Amateur-Experts. Dennis has only been riding for two years and racing for one season. His dad used to race so it was an easy transition from trail riding to the track. Although Dennis is mounted on a 250cc Bultaco he started out on a 160cc Honda. It might have been all right on the Canyon Crest track, which is more motocross but out at Perris it wasn't too good against the quicker two strokes.

Like everyone else, Dennis got that sick feeling on the line only he went one step further and went through all the motions. Glad to say that it is not the case any more and he has become a veteran (including the battle scars). He had this thing about rocks. He though his head was harder. He was wrong and got a broken collarbone to prove it, along with a smashed bike and helmet.

Doug Mason and Steve Nichols are the two riders Dennis admires most and credits Doug with teaching him how to ride a 250. He would like to go to Ascot but only for the sport and definitely not to make a living. His living will be made as a partner in his father's construction business.

Dennis' folks think his racing is great and don't worry about him hanging around street corners. They also pointed out that Dennis earns all the money that goes into maintaining his bike and his racing.

Connie, Dennis' girlfriend, had the last word. She thinks the racing is fine as long as he doesn't get hurt.

Bob Kline has settled on a bike! He bought the Ossa he rode at the point run. Brother Jim has found that one 125cc Yamaha plus Jim equals three wins in a row.

Jim McKay is another one who has started to make the winner's circle. His bag is the 250cc Class and a Greenstreak is the machine that gets him around the track the fastest.

Don't forget about the team racing at Perris. Some of the riders stayed late and were helping track owner Gerry Burton with suggestions and actual set-up so it should be a lot of fun.

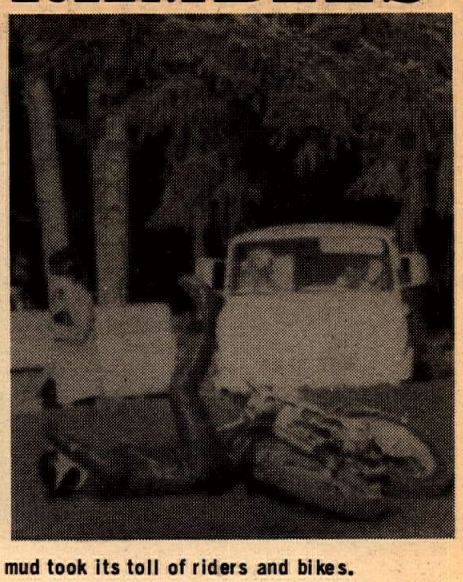
SPEEDWAY RACERS MAKE HEADWAY

Meeting last week in Pasadena, Calif. the Speedway Racers, Owners and Promoters Association heard legal opinion that they could discipline members who rode events not approved by the association, within the provisions of California's Cartwrigth Act. The riders who took part in Sam Tanner's Ascot Sppedway spectacular last month against the wishes of the conservative association received a "suspended suspension" sentence.

The association also heard from John McLaughlin, new President of MICUS about the internal hassles currently going on within that FIM affiliate and Cycle News publisher Chuck Clayton explained the current state of AMA-FIM affiliation.

Members voted to award the Number One digit to Steve Bast for his National Championship winning performance this year.

WINTER SCRAMBLES



Wild was the action as slippery Washington mud took its toll of riders and bikes.

By N.A. Williams

WOODLAND, WASH. Nov. 30 – It was a cold clear day with a field of 147 riders. The top of the track thawed out to make about two inches of soft slick mud. As the day went on the track got drier and the races got faster.

Practice-heats & semi's took their toll of bikes and riders. Bill Manley had to drop out of the 250cc and 360cc classes when the gas tank came off of his Montesa in the 360cc semi.

Two riders had a big day as far as wins go.

Gary Kapus took the 100cc & 200cc Trophy Dashes and A Mains on his Kawasaki.

Ed Hassmann was the other big winner taking the 250cc and 360cc Trophy Dash and A Mains on his Bul.

Bad luck over took the Open Class A Main event when the top two riders (Bob Fuller Tri. and Vern "Moon" Perry Tri.) dropped out with machine trouble in the first and second laps. Fuller had taken the Open Trophy Dash and everyone was looking for Perry to try for the A Main first place.

With both of these riders out of the race it left the field wide open. Harold Schnitzer grabbed off first place and held it the rest of the race taking A-1 in the Open Class.

This race day proved again that Woodland, Wash. is the place to go for winter scrambles.

(Results on page 17)

INTER-AM FINAL AT SADDLEBACK THIS WEEKEND

ORANGE, CALIF. – The Championship finals of the 1969 Inter-Am Motocross Series, a nationwide chain of European motorcycle racing events, will be contested Dec. 14 at Saddleback Park, east of Orange.

Practice for a full field of professional European and American riders will start at 8 a.m. Racing will start at noon.

Leaders for championship prize money include Roger de Coster of Belgium, Arne Kring of Sweden, Jiri Stodulka of Czechoslovakia, Gunnar Lindstrom of Sweden, Joel Robert of Belgium, and Barry Higgins of Port Washington, N.Y.

Saddleback Park is reached from the Newport Freeway by taking Chapman Avenue east to Santiago Canyon Boulevard, taking a right turn, and proceeding one and one-half miles to the park entrance, opposite the California Division of Forestry guard station.

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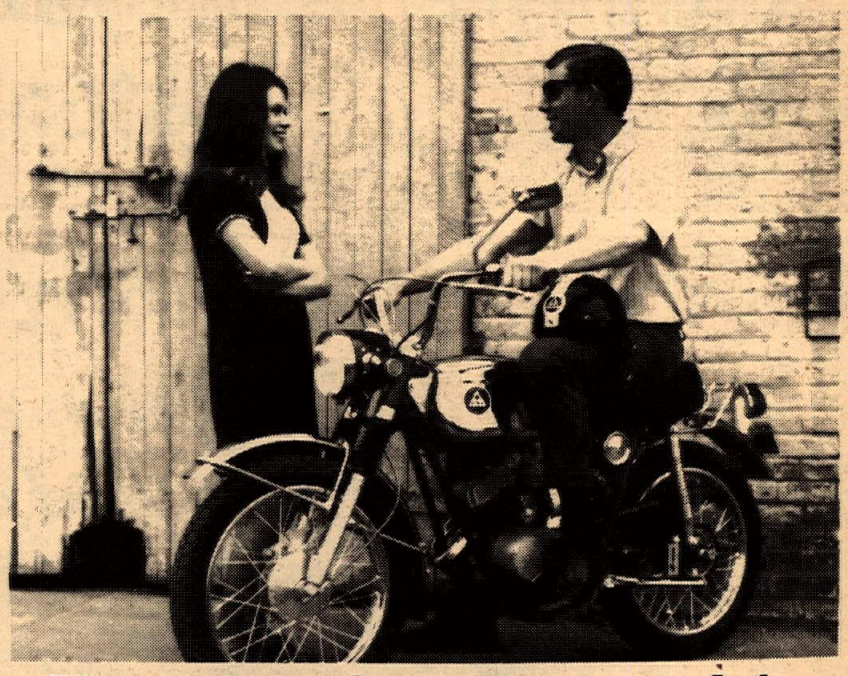

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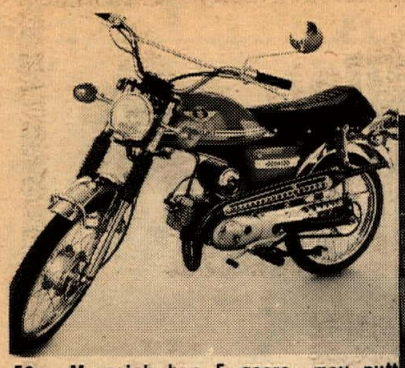
SUZUKI SWINGS INTO 1970



50cc Maverick has 5 gears, may putt some life back into the teacup class.

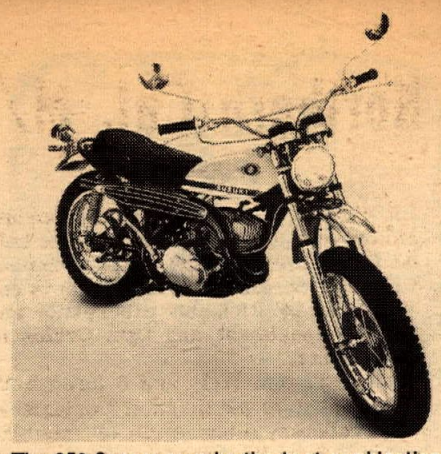
Topanga Toggs model Mary Ponds decorated the 500cc Suzuki Titan.

Hollywood's famous "Factory" is the place where stars go to see and be seen by each other, but one day last week it was taken over by U.S. Suzuki Corporation and the working press for a preview of the new motorcycles that Suzuki boasts are "built to take on the country."

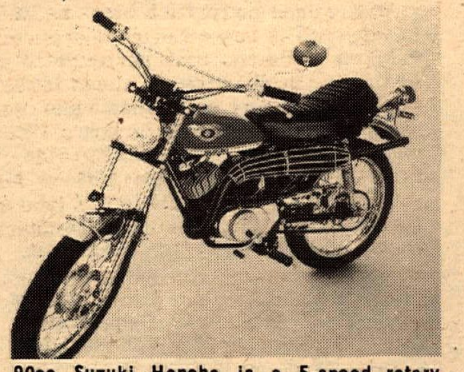
Accompanied by the electric strains of a rock band called "The Sparky Lust," and well lubricated by alcholic concoctions named after the ten models of the line ("Titan," 1 jigger banana liquer, 1/2 jigger Galliano), we freeloaded appetizers and watched the Suzuki stars debut.

Each metal model came out accompanied by a flesh and blood model wearing a version of the hip new "Topanga Toggs" riding apparel. Dick Orton revealed that, out of 575,000 new motorcycles sold in 1969, Suzuki's share was up 30% through last August, and looked to go up 40% by the end of the year. Orton promised that Suzuki would place even more emphasis on the 2-wheel market, without diversifying into other fields.

The Factory showing kicked off a series of eleven dealer meetings around the country for Suzuki. A cooperative advertising plan for dealers will be announced by Suzuki's new agency, Foote, Cone & Belding.



The 250 Savage may be the best combination street/trail bike on the market.



90cc Suzuki Honcho is a 5-speed rotary valver that promises great off-road enduro performance.

AMA Director William Berry, left, with his son who just came back from Viet Nam, attended the Factory fiesta with Gene Traughbau, Suzuki Sales Manager and Paul Garnant, National Competition Director.

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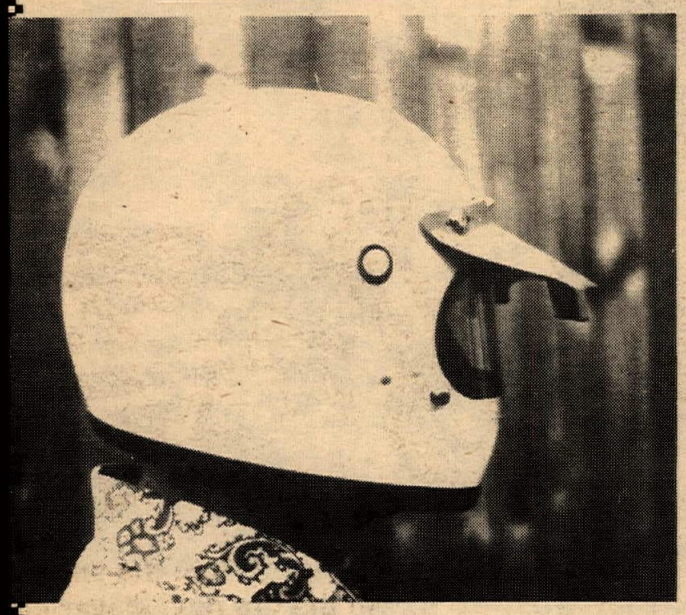

Vizor-Vu will fit any helmet, including the Bell Star. (Snaps come with the visor)

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Skip Van Leeuwen is your Buco Sales representative. Phone (213) 981-7360
(213) 462-5810

Northern Cal. M/C & Minibike Rally

By Pat Smith

RICHMOND, CALIF. – The fourth annual Motorcycle-Minibike Rally will be held on December 28, 1969 at the Richmond City Hall parking lot. This event is co-sponsored by Richmond Recreation and Parks Department and Dam Cycles in El Sobrante.

All boys and girls age 6 through 17 are invited to participate. Contestants may ride any motorcycle or minibike under 305cc. Homemade minibikes are welcome.

Past winners are such stars as Rick Lewis, who is now a Novice sportsman, riding a Bultaco. Rick participated in this rally. Brad Lackey, a winner in 1967 is now an Expert sportsman rider and has just signed with Sachs for a 125cc ride and with Montesa for a 250 ride. It is a good sportsmanship builder for youngsters to participate in this type of event. That's what builds our future racers.

Second place in the barrel roll was this 6-year-old girl. Next rally is Dec. 28.

Some of last year's winners with their well-won awards.

Some of the events of the day include: Balloon Bust, Trails Riding, Slow Race, Balancing Contest, Wheel Stand Contest, Australian Pursuit Event and Weenie Bite Contest.

Awards will be given to the winners of each event and to the best over-all rider in each class. There will also be special awards for the Best Looking Bike, The Most Legal Bike, and the Most Original, etc.

Also, tickets will be drawn for several items, such as a Taco minibike, helmet, jackets, and miscellaneous merchandise. Anyone who purchases a ticket is eligible for the door prizes.

Some of the safety items the rules require are: safety helmet, boots, leather or heavy jacket, and a mechanically safe motor bike. These rules are set up for the protection of the participants. The Rally has been a big success in the past and should be even bigger this year. If you need more information, call Dam Cycles, at (415) 222-2044.

MINIBIKE CLUB FOR CONCORD

The mini-bike popularity brings with it new problems for the owners and riders of these little two-wheelers. Problems of riding areas to keep the kids off the street and problems of instruction on safe and proper riding techniques.

A Concord, Calif. group is making a good start in overcoming these problems. The Hi-Jackers mini-bike club was formed two months ago in Concord. Sponsored by Frank Crane, the club already has over 25 members on its roster.

Group activity is the highlight of the club's activities with special instruction by top professional motorcycle riders on safe handling. National Number 77 AMA rider Jim Odom recently gave instruction to the young Hi-Jackers members. And young is what it's all about. The club is for the youngsters of the area with an age limit of under 15.

The only requirements in addition to the age limit is, of course, a mini-bike, helmet with shield and parental consent.

Some of the youngster compete against other clubs in mini-bike racing, though this is certainly not a required stipulation of membership. The three top positions were taken by Hi-Jackers members in recent racing events in Sacramento.

Memberships are now open. There is no cost to join. For information call Beverly DeLaRosa at (415) 689-1960, Concord, Calif.

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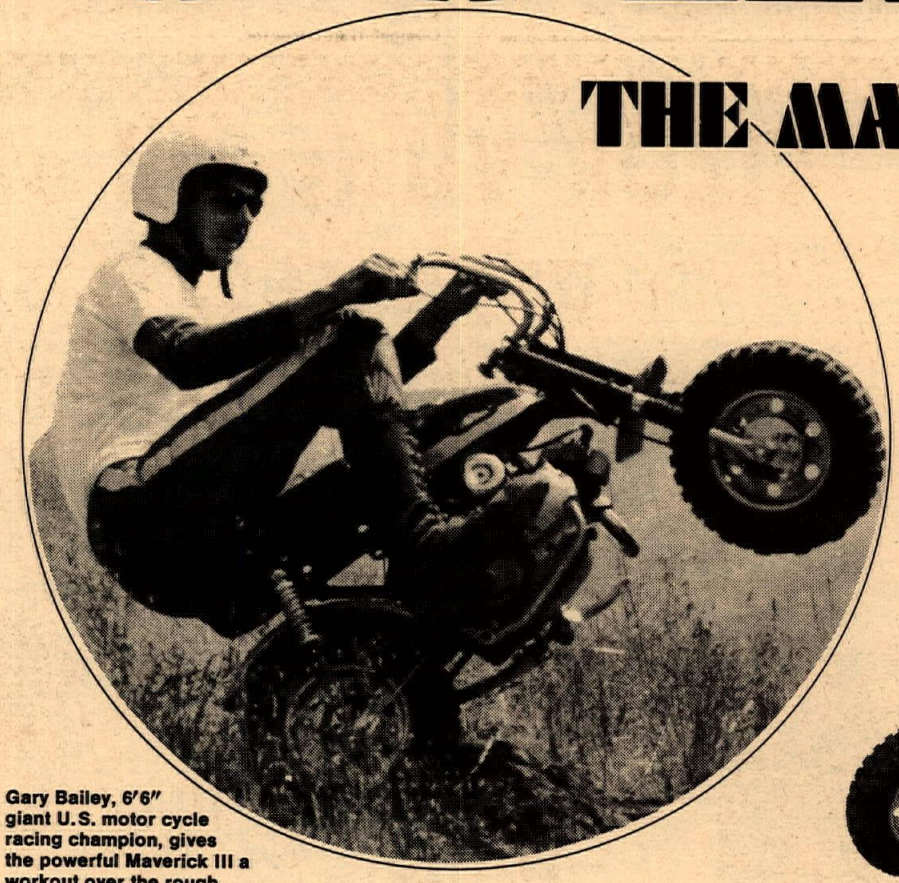
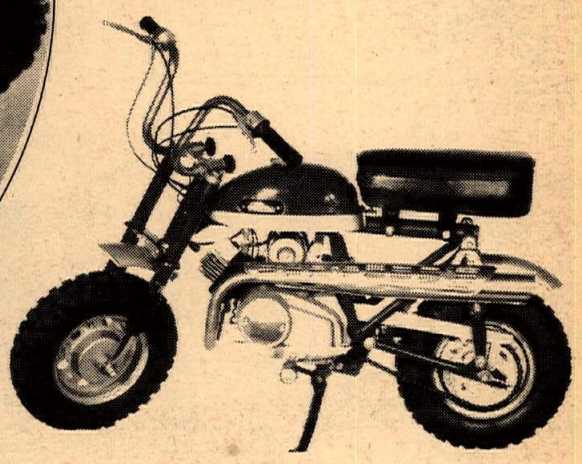
THE MAVERICK III WILL GO



Gary Bailey, 6'6" giant U.S. motor cycle racing champion, gives the powerful Maverick III a workout over the rough Santa Monica Mountains terrain... after the test, Gary said, "... It behaves like a heavy bike... great power and great brakes."



From the small fry to the big guy, Maverick III is the most talked about imported bike on the American mini bike scene... it's rugged with strong construction, it's quick, agile and safe in motion... powered by a 4.5 HP 2 stroke engine... dual brakes, front and rear shocks, and a big, comfortable seat... ride it, the champions do.

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1970 KAWASAKI 100 racer. 3 rides, excellent condition, drafted. (213) 336-1663

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1968 HUSQVARNA 250cc. Clean, fast, dependable, just tuned. $600. (714) 536-9517.

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1969 MAICO 360cc Motocross. A-1 condition. Must sell due to law-suit. $125.00 (213) 838-9822. Ask for Jesse.

16" SUPER-WIDE AKRONT RIMS FOR HARLEY-DAVIDSON DRAG BIKES AND CHOPPERS. CONTACT YOUR DEALER OR NORTH AMERICAN IMPORTS, P.O. BOX 621, GARDEN GROVE, CALIF. 92642. PHONE (714) 534-6390.

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1967 SUZUKI X-6 250cc like new $325.00. Call (213) 994-2472.

CHRISTMAS DEAL – '68 Hodaka. Full race desert machine (fast) $375.00. (213) 447-3051.

1968 YAMAHA DT-1. Super clean, all street miles, Gyt kit head, cylinder ported, new piston & rings. All original street equipment still on bike. Make offer. (213) 691-1064.

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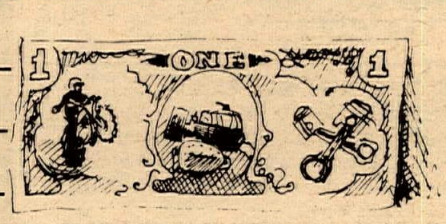

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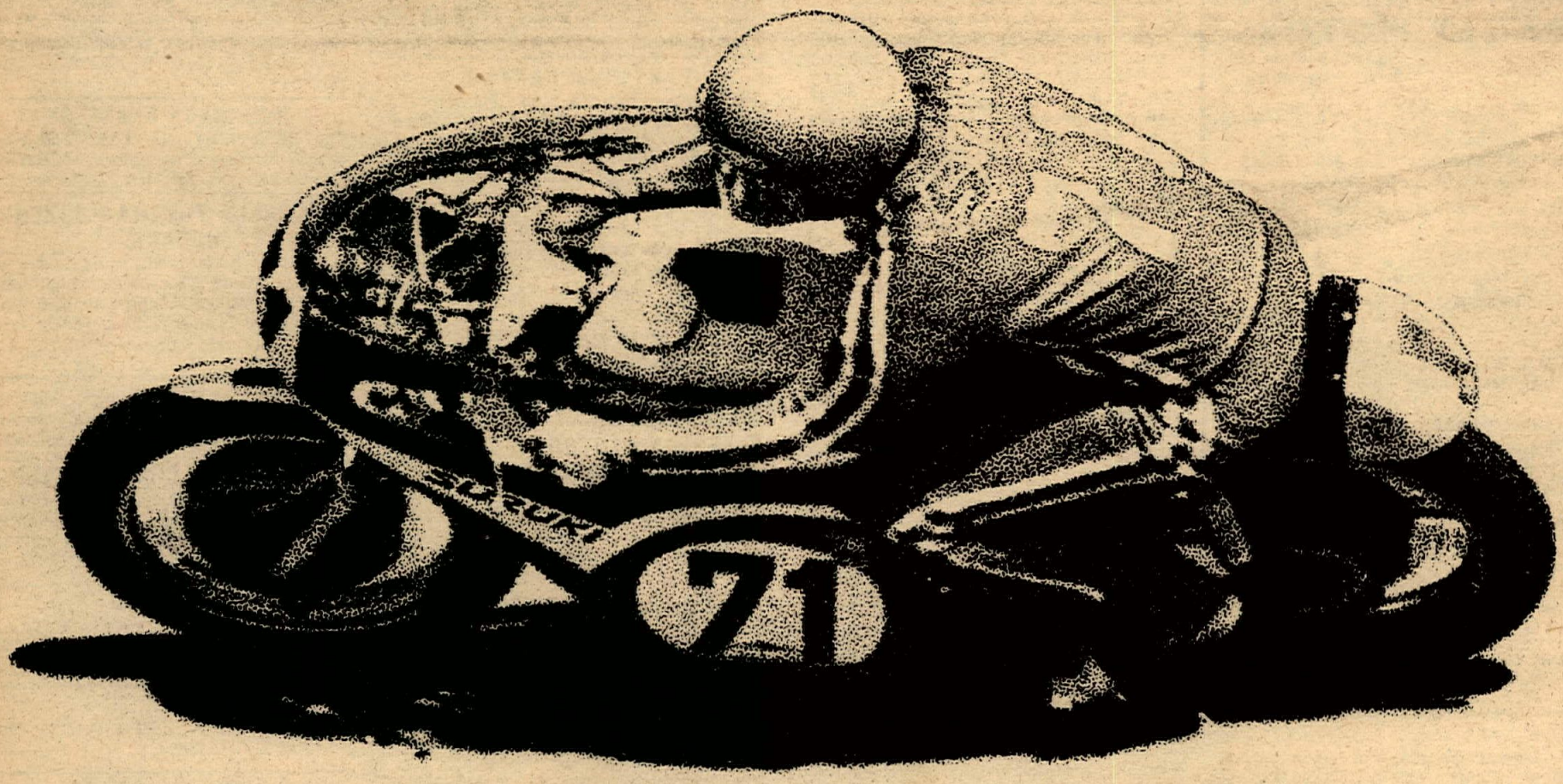

Art Baumann on a 500cc Suzuki streaking to the first two-stroke victory ever in an open class AMA road race.

All motorcycle manufacturers claim a lot for their bikes.

But in the 37 years of AMA road racing, no two-stroke bike ever won the open class in a national race.

Until Suzuki did it at the Sears Point Nationals on September 7, 1969.

Art Baumann riding a Suzuki T-500 won the 125 mile National Expert race. And won it going away: Taking the lead on lap 4, Baumann's Suzuki finished 48 seconds in front of second place, a full lap ahead of fifth.

And another Suzuki T-500 ridden by Ron Grant was in second place for over half the race. The same machine and rider that only a couple of weeks earlier set three new National Land speed records at the Bonneville Salt Flats.

And still another Suzuki T-500 ridden by Jim Dunn won the Sears Point 50 mile Amateur.

All of which goes to say: There are leaders, and there are followers.

And we were there first.

SUZUKI